

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

SUN-GLASS IS DANGEROUS.

Genuine Crookes glass is most beneficial
as a protection from excessive sun glare.
It can make Crookes lenses up to your
eye—prescription or without power.
Don't take chances with your eyes!

We are distributors in South China for
the Crookes and Lough Optical Corpora-
tion, and also the Crookes Bros. (Birm-
ingham) manufacturers of the Air
William Crookes Lenses.

N. LAZARUS.
Hongkong's only European Optician,
11, Queen's Rd. Central.
Manager—RALPH A. COOPER,
a Registered Optometrist.

No. 21,200

號百式千壹萬式第

日九初月五年寅丙

HONGKONG, FRIDAY, JUNE 18TH, 1926 伍拜禮

號八拾月陸年五十國民華中

PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATIONS	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Kowloon	Dep. 8.40	8.15	10.30	11.40	12.00	1.15	2.25	3.35
Yauwattai	Dep. 8.50	8.25	10.40	11.50	12.10	1.25	2.35	3.45
Shatin	Dep. 9.00	8.35	10.50	12.00	12.20	1.35	2.45	3.55
Taipei	Dep. 9.10	8.45	11.00	12.10	12.30	1.45	2.55	4.05
Taipei Market	Dep. 9.20	8.55	11.10	12.20	12.40	1.55	3.05	4.15
Fanning	Dep. 9.30	9.05	11.20	12.30	12.50	2.05	3.15	4.25
Shuanghui	Dep. 9.40	9.15	11.30	12.40	1.00	2.15	3.25	4.35
Shuanghui	Dep. 9.50	9.25	11.40	12.50	1.10	2.25	3.35	4.45

STATIONS	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
Shuanghui	Dep. 7.20	8.05	10.35	11.45	12.05	1.20	2.30	3.40
Shuanghui	Dep. 7.30	8.15	10.45	11.55	12.15	1.30	2.40	3.50
Fanning	Dep. 7.40	8.25	10.55	12.05	12.25	1.40	2.50	4.00
Taipei Market	Dep. 7.50	8.35	11.05	12.15	12.35	1.50	3.00	4.10
Taipei	Dep. 8.00	8.45	11.15	12.25	12.45	2.00	3.10	4.20
Shatin	Dep. 8.10	8.55	11.25	12.35	12.55	2.10	3.20	4.30
Yauwattai	Dep. 8.20	9.05	11.35	12.45	1.00	2.15	3.25	4.40
Kowloon	Dep. 8.30	9.15	11.45	12.55	1.10	2.25	3.35	4.50

SHA TAU KOK BRANCH.

STATIONS	A.M.	P.M.	A.M.	P.M.	STATIONS	A.M.	P.M.	A.M.	P.M.
Fanning	Dep. 7.45	11.30	12.00	5.00	Shataukok	Dep. 8.30	10.15	1.05	5.00
Shataukok	Dep. 8.40	12.25	1.15	7.20	Fanning	Dep. 7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.	A.M.	P.M.	A.M.	P.M.	SUNDAYS AND PUBLIC HOLIDAYS.	A.M.	P.M.	A.M.	P.M.
Fanning	Dep. 7.45	11.20	8.20	6.25	Shataukok	Dep. 8.30	10.15	2.05	5.15
Shataukok	Dep. 8.40	12.25	1.15	7.20	Fanning	Dep. 7.25	11.10	3.00	6.10

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
Messrs. Theo. Cook & Son, Ltd., Hongkong, or from THE AMERICAN EXPRESS COM-
pany, Hongkong.

H. P. WINSLOW, Manager.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMSHIP
CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 6 A.M. and 4 P.M. daily.
(Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily.
(Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On SUNDAY, 20TH INSTANT, s.s. "KINSHAN" will depart from
Company's Wing Lok Street Wharf at 9 A.M., and from Macao at 4 P.M. [13]

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—
Principal features: Small Premiums, Liberal Surrender Value,
Return of Premium in the Event of Death.

Write for Pamphlet and Full Particulars to:—

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Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.
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13, PEKING ROAD, SHANGHAI.

FOR SALE.

ASIATIC AND FOREIGN
POSTAGE STAMPS
In Bags, Packets, Sets, and Single.
PICTORIAL POSTCARDS
WITH CHINESE CAPTIONS, VIEWS OF
HONGKONG, CANTON, MACAO, &c.
AND
ALBUM OF HONGKONG SCENES.

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No. 10, WYNDHAM STREET,
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HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS
The Paper to read Home

SPORTING.

GUNS BY W. W. GREENER WEMBLEY
and SCOTT, and Other Makers—British,
French and American.
U.S.A. Air Rifles, and Miniature Rifles,
33 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all des-
criptions.
Agents for W. W. GREENER, Ltd.,
BIRMINGHAM.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
6, BRADSHAW STREET, ARCADE. [160]

OVER HALF A CENTURY'S REPUTATION
FOR THE
DR. LE CLERC'S PILLS FOR THE
TREATMENT OF ALL AFFECTIONS OF THE
URINARY TRACT, GOUT, RHEUMATISM,
GRAVEL, CALCULI, AND ALL AFFECTIONS
OF THE BLADDER, AND ALL AFFECTIONS
OF THE KIDNEYS, AND ALL AFFECTIONS
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"THE GIRL OF TO-DAY IS ALL RIGHT."

VETERAN SOCIALIST COMMENTS ON A DELICATE SUBJECT.

WHAT MR. BLATCHFORD THINKS.

Mr. Robert Blatchford, the veteran writer and socialist, who recently celebrated his 75th birthday, has been roused by the repeated attacks on the "modern girl" to make this refreshing defence of her. Mr. Blatchford writes as an "old gentleman" who has known the "modern girls" of three generations.

The wise amateur—which is to say the elderly amateur—loves and admires girls as an artist loves and admires beauty, a musician harmony, a poet poetry; for are they not pictures and poems and songs? Yet there persists a school of those I call retrospective moralists, for whom the world is an unweeded garden. These croakers delight in comparing the alleged faults of the present with the legendary virtues of the past. In particular their sporadic and recurrent censures of our girls are calculated to make the judicious grieve.

As an old gentleman, the son of a mother, the father of daughters, and the quondam friend of many good girls, I protest against these unmeasured scoldings. I would not have our girls preached to death by middle-aged Jeremiahs. These sweeping denunciations are not logical, for they argue from the particular to the general; they are unhistorical, for they postulate a decadence which is disproved by the facts; they are not cricket, for they magnify the moles in the eyes of Eve's daughters and ignore the beams in those of Adam's sons.

GIRLS WERE ALWAYS GIRLS.

As to the historic fault: Four thousand years ago the Prophet Isaiah told the damsels of Judea that they were fallen from the grace of their grandmothers and reproached them that they "walked with stretched forth necks and wanton eyes, walking and mincing as they went and making a tinkling with their feet." In the cave paintings of Lerdia we see the girls of fifty thousand years ago, dressed in skirts and capes, with narrow waists and with beehive hats. And we see them dancing. And we note their port and gestures: graceful, provocative, and saucy.

In a poem of Theocritus, written about 300 B.C., we have a wonderful picture of two Greek gossips, Gorgo and Pasinoe, who prattle of their dresses, their husbands, and their houses in manner so modern that it might have been written for any issue of "Tit-Bits."

The moral of all this is that girls are girls and always were girls, thank goodness, and that time has wrought no substantial changes in the eternal feminine. Woman was woman a hundred thousand years ago, and she was a hussy—some of her—and very popular with the men. But doubtless even then she was plagued by retrospective moralists who taunted her with the superior virtue for which her sex was revered in the grand old days when men made their nests in trees.

As to the unfairness of these ungallant criticisms: When Voltaire's Candide was told that the English admiral had been shot for not getting near enough to the French fleet, he answered very logically that "the French admiral must have been as far away from him." Well, if these dance halls and night clubs are such iniquitous haunts of vice, what are our boys doing there? It is not pretended, I presume, that the jazz music and cockfights are for "ladies only." I have seen many ballrooms; but never one where none of my own sex was present. Then why put all the blame on the girls?

It is like that racally proverb, "cherchez la femme." Find the woman; but, gentlemen, it surely takes two to make a scandal. Why not find the man? It is a habit with the retrospective moralist to shed tears over the passing of Victorian discipline. The argument is that all Victorian girls were strictly brought up and that as a result they were virtuous and modest. Apropos, I would gently suggest that while we are rejoicing in dear Amelia Sedley, we should not forget naughty Betsy Sharrp. But the truth is that the legend of Victorian correctness is allowed undue importance. I am a Victorian man, and I know.

When I was quite a youth some delightful friend reported to my Victorian mother having met me in the gloaming, arm in arm with two girls, in the public street. Mother was very shocked, and talked to me like a colonel at orderly room. She also expressed unfavourable opinions of my lady friends. She did not know what girls were coming to. In her youth such shameless baggages would have been simply unthinkable. Now, that was in 1870. And they were really very good girls.

LIP-STICKS AND POWDER-PUFFS. There is a deal of misconception about the Victorian girls and their chaperones and their musical glasses and their tanning and their demure reserve. No doubt the girls of the middle classes were closely guarded, and how they must have been bored, poor dears. But among the masses of the people that strait-laced regime was simply impossible. In the town where I passed my boyhood nearly all the girls went out to work.

And it is obvious that girls who go out to work six days in the week cannot be wrapped in cotton-wool and sheltered under glass. Those girls were independent. Chaperones were unknown: they

(Continued on next Column).

PITY THE POOR ARTIST'S MODEL!

CONTEMPLATING FORMATION OF A TRADES' UNION.

Discontent, we learn, seems spreading, and now it is the artists' models who are expressing a strong desire for a union of some kind or other to help them to redress their grievances. The movement may quite conceivably result in the formation of an "artists' models' trade union." The position of the models is set forth by Mlle. Sandrine Rousseau, one of the best-known models in the Latin quarter, where for the last twenty-two years she has posed for the most famous sculptors. Models are badly paid. For posing four hours a day daily at the Ecole des Beaux Arts they receive 60 francs a week, and a little more in the private art schools. But this is not their only complaint. They object to be what Mlle. Rousseau says they are at present, the "pariahs of the workers"—meaning that they do not benefit from the social laws which apply to all other workers. They do not come under the law of compensation for accidents at work, nor have they the right to appeal to the Council "des Prud'hommes," a tribunal of which every French worker with a grievance can make use. So Mlle. Sandrine is heading a crusade to give the models the rights which other workers enjoy, and to give them wages to make them independent of other less respectable sources of income.

SINISTER SWISS PROPHECY.

MOUNTAIN THAT MOVES.

Motto d'Arbine, a mountain peak which towers over the southern Alps near Bellinzona, is threatening to tumble into the valley 5,000 feet below, according to a forecast made by the geological section of the Swiss Topographical Bureau.

This sinister prophecy, according to news from Berne, is based on careful examination of the strata of the mountain's summit. Forty years ago geologists noticed for the first time that Motto d'Arbine was moving. Minute observation revealed that it was shifting towards the valley at a rate of one inch a year, but this rate later increased to four inches a year.

Horizontal shifting at that rate, would not signify imminent danger, but during the last ten years or so the enormous masses of rock have also been listing towards the valley. This list has been progressing at the rate of about an inch and a half a year. During the last twelve months, however, according to careful observation, the summit of Motto d'Arbine has shifted six inches both perpendicularly and horizontally, and geologists fear that the final collapse will be hastened. The surface affected is about 100,000 square metres.

were not needed. I have never known better or nicer girls. They would go to dances or concerts or theatres, or parties with young men and, as the lawyers say, without prejudice. They were sensible, companionable girls, and made excellent wives. I don't believe there was a lipstick, or a powder-puff, or a cigarette in the town, and if there had been no girl would have touched them: it would have been regarded as bad form. As for cock-tails, they had not been invented. It was not Victorian discipline which kept those girls straight; it was sensible parents and public opinion.

Being educated men, physicians should know better than to argue from the particular to the general. Perhaps their professional experience has misled them. Having had as patients young women reduced to nervous wreckage by over-indulgence and late hours, they make the mistake of passing on their individual failings to the modern girl.

If any reader of this protest is alarmed about our girls, the remedy is within immediate reach. Let any nervous doubter go into London when the workers are coming back from business and watch the regiments of girls debouching on to railway stations and bridges. Let him scan the multitude of nice young faces in search of the marks of evil and dissipation, and I warrant he will render to those crowds of worthy and industrious young women due sympathy and respect, and wish them all the enjoyment and success which an imperfect world can afford.

BRAVO, THE WOMEN OF TO-DAY!

Our girls were never healthier, or happier, or more intelligent. They are modest, they are capable, they are womanly, they are comely, they are pleasant, and they are young. Most certainly not one in a thousand of them ever so much as saw a cocktail. Why should they not dance? They work. Why should they not be free? Let them wear rings on their fingers and bells on their toes if they desire. I wish I were a poet for their sake.

The girls of to-day will make the England of to-morrow. Let us honour and not upbraid them. In those hurrying industrial crowds every weary atom comes trailing clouds of glory. Centuries hence the descendants of these busy girls will be running the Empire; writing poems, healing sick men, and building ships and bridges. And in those remote days, no doubt, there will be sulky old curmudgeons prating of the awful decadence of the modern girl. I have confidence, for all they may say, that love will still contrive to make the old world go round.

HONGKONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY MAJ. R. MELVILLE SMITH, M.B.E., ADMINISTRATIVE COMMANDANT.]

1.—The Administrative Commandant records with regret the death of No. 475 Sergeant Gilbert Evelyn Falkner, M.C., Reserve Company.

2.—In future all men joining the Corps will be sworn in at Corps Headquarters in the presence of the Commandant. Swearing in will take place on Monday or Thursday every week if required at 8 p.m.

3.—All rifles and bayonets must be handed in to stores at once for overhaul by the Armourer.

4.—MOUNTED INFANTRY CO.

Monday, 21st June, 1926.

6.30 p.m.—Spoon Competition on Miniature Range at Corps Headquarters.

6.30 p.m.—Lecture on Mobility by Maj. F. C. Roberts, V.C., D.S.O., M.C., at Corps Headquarters.

5.—ARMOURER CAR CO.

Parade at Corps Headquarters at 5.30 p.m. on Monday, 21st June, 1926.

Vickers Gun Instruction, under C.S.M. Hancock.

Drivers as detailed by Sergt. Bruce at Happy Valley.

There will be a lecture on Mobility by Major F. C. Roberts, V.C., D.S.O., M.C., at 6.15 p.m. at Corps Headquarters, which these interested should attend.

The following drivers are passed as fully qualified drivers:—No. 573 Pte. V. Goulburn and No. 530 Pte. L. M. S. Lloyd.

6.—STRENGTH.

The following is taken on the strength on 14th June, 1926, and posted to Armoured Car Company:—

No. 1037 Pte. T. W. Southam.

7.—PROMOTIONS & APPOINTMENTS

The following promotions and appointments will take effect from the 10th June, 1926:—

MOUNTED INFANTRY COMPANY.

No. 168 Lco.-Corpl T. W. Doyle to be Corporal.

No. 580 Pte. A. N. Lucey to be Lance-Corporal.

No. 389 Pte. D. B. Peat to be Lance-Corporal.

NO. 4 PLATOON.

No. 940 Corpl. J. S. Rodrigues to be Sergeant.

No. 533 Pte. E. A. Remedios to be Lance-Corporal.

NO. 5 PLATOON.

No. 240 Pte. S. Hope to be Lance-Corporal.

No. 633 Pte. P. M. Stewart to be Lance-Corporal.

NO. 7 PLATOON.

No. 509 Lco.-Corpl. R. K. Hepburn to be Corporal.

8.—TRANSFER.

No. 837 Pte. W. D. Goodfellow, M.C., is transferred from No. 1 Platoon to the Reserve Company, as from 12th May, 1926.

9.—LEAVE.

No. 507 Pte. H. J. Armstrong, No. 1 Platoon is granted two months' leave of absence from the Corps, from 23rd June to 22nd August, 1926.

10.—RESIGNATION.

No. 835 Spr. T. O. Edwards, Engineer Company, is permitted to resign from the Corps, as from 1st May, 1926.

11.—STRUCK OFF.

No. 475 Sergt. G. E. Falkner, M.C. (deceased), Reserve Company, is struck off the strength on 11th June, 1926.

G. E. SWINTON, Capt., Adjutant, H.K.V.D.C.

Hongkong, 18th June, 1926.

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As far back as 1511, Java was first visited by a lieutenant of the famous Portuguese, d'Albuquerque. Not until 1577 did the English, under Drake in his memorable voyage round the world, touch at Java.

Then in 1596 came the Dutch, under Houtman, who 6 years later founded the famous Dutch East India Company. In those days if needed months of weary voyaging to reach the far-famed Spice Islands.

NOW—

a calm and pleasant sea-voyage, direct to Batavia known in the 17th century as the "Queen City of the Orient" takes the traveller in a few days. Cool days and wood fires, at night, on the Highlands;

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Motor tours on splendid roads through scenery of unsurpassed grandeur; A delightful climate; Magnificent ruins of Hindu Temples and innumerable places of interest to visit

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[A.P.]

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TOURISTS IN FRANCE.

UNCOMPLIMENTARY EPIGRAMS
APPLIED TO THEM.

"Locusts-devouring locusts" is the epithet given to American and other tourists in France by the widely known publicist Maurice de Waleffe. All who are interested in knowing exactly what the French people think about the invasion of foreigners when the franc is worth less than three and one-half cents may be edified by his plain, blunt language, free from hypocrisy.

"The whole world is coming to eat our spring fruits and vegetables, to drink our wines, occupy the best places everywhere, and even acquire our apartments," he complains, adding bitterly: "Who said we repelled the invader in 1918? The German invader, perhaps. Certainly not the American and British invader. The latter only went home to change his clothes. He was known in khaki. He has come back in a tourist's suit or tuxedo and exchanged his rifle for a fork, but he continues to live on the country."

The patience of Parisians is exhausted, says Waleffe and they are now revolting against this "invasion of devouring locusts." He does not think, however, the French frontiers ought to be closed to the new invaders, but suggests they be requested to pay in gold francs "as they would in their own country." He agrees that fewer tourists would visit France but explains that "cheap profiteers would keep away and the others would spend five times more."

The difficulty of discriminating foreigners from Frenchmen Waleffe would overcome by insisting that every customer of a restaurant, for instance show an identification card.

RUBBER MARKET.

DIVIDENDS AND QUOTATIONS.

Messrs. Carroll Bros. are in receipt of a cable from Singapore stating that rubber is at 67½ cents per lb. and advising them of the following dividends:—

Balgownie: 20 per cent. final.
Haytors: 10 per cent. interim.
Malakoffs: 10 per cent. interim.
Jerams: 10 per cent. interim.
Kuala Sidims: 15 per cent. interim.
Tapahs: 10 per cent. interim.
Bassetts: 5 per cent. interim.

The cable also includes the latest quotations as follows:—

Allenbys	Straits \$3.60
Alor Gajahs	3.00
Amalgamated Malays	5.00
Ayer Moleks	2.90
Ayer Panas	34.25
Balgownie	5.00
Bassetts	1.50
Brogas	1.25
Bukit Jelutongs	1.25
Bukit Katils	9.50
Changkat Serdangs	2.90
Comenharas	3.00
Glencalies	10.30
Indragiris	2.00
Jermas	2.80
Jimbahs	4.85
Kedahs	10.40
Kempas	4.20
Kuala Sidims	4.50
Lunas	3.20
Malaka Pindas	5.00
Malakoffs	0.90
Mandai Tekongs	15.50
Mayfields	0.50
Mentakabs	5.50
New Serendabs	15.00
Pajams	1.45
Punggors	4.00
Sandycrofts	3.45
Sundais	4.30
Sungai Bagans	33.50
Tapahs	1.50
Tambalaks	15.00
Teluk Ansons	2.30
United Malaccas	5.00
Utian Simpans	5.00

CONFISCATION OF BOOKS.

AUTHOR'S PROTEST AGAINST UNWARRANTED ATTITUDE OF
MACAO AUTHORITIES.

COMES TO HONGKONG TO VINDICATE HIMSELF.

PROTEST TO GO TO LISBON.

The confiscation by the Macao Government of some five hundred copies of the second edition of "Historic Macao: International Traits in China Old and New," written by Mr. C. A. Montalto de Jesus (Fellow of the Geographical Society of Lisbon and author of "Historic Shanghai," etc.) has caused a sensation both in the Portuguese Colony and in Hongkong.

The book contains some fearless criticism of systems obtaining in the administration of Macao, and the Macao Government resenting it, ordered the confiscation of the copies in that Colony. On the afternoon of the 15th, police raided the printing office where the books were stored, and also the author's house and several other private residences, confiscating the books without any warrant.

In his book, Mr. Montalto de Jesus urged that Macao should be placed under international control, preferably under the auspices of the League of Nations. He further accused the Lisbon Government of neglect and misrule of the Colony. He further stated that the people of Macao were despoiled even of subordinate official positions, which were usually assigned to proteges sent out from Portugal "to eke out a living at the poor Colony's expense."

TO VINDICATE HIMSELF?

Mr. Montalto de Jesus, who has come to Hongkong, told a *Daily Press* representative yesterday that he had come here because he felt that in this Colony, through the medium of the Press and by other means, he would have the opportunity of vindicating himself freely and fairly. He expressed his intense indignation at what he describes as the high-handed and unwarranted action of the Macao authorities. He declares that by their action they have violated the rights of freedom of speech and comment provided for under the laws of Portugal.

He told our representative that the work "Historic Macao" is admittedly the only historical record of the oldest foreign establishment in China, and a record necessary for any nation to have. The compilation of the book has been to him, he stated, a labour of love, which has cost him almost a lifetime of devotion to accomplish without the least help or recognition on the part of the Portuguese Government, as is usually the case ever since the greatest of Portuguese bards wrote his immortal epic at Macao, as an exile, only to be recalled on a false charge and left to die at Lisbon in utter destitution after undergoing untold ordeals. No other Portuguese Colony has had its history written so thoroughly, Mr. de Jesus observed.

PROTEST TO LISBON.

Mr. de Jesus intends to forward a protest to Lisbon regarding what he terms the unwarranted seizure of the books, which he declares is an infringement of Portugal's laws. Pending the protest to the Lisbon Government being received, he takes the opportunity to voice his public protest of the action of the Macao authorities through the medium of the local Press.

The story of the seizure of the books and also the protest of Mr. de Jesus, written by himself and handed to us for publication, reads as follows:—

THE CONFISCATION OF HISTORIC MACAO.

The article headed "Macao's Future" which appeared in the *Hongkong Telegraph* of the 14th inst. and in the *South China Morning Post* on the subsequent day—being evidently attributed to me by mistake—has precipitated matters in connection with the campaign of virtuous indignation roused by a frank exposure of certain glaring facts and bitter truths as well as timely warning.

Whatever may be the conventional usage at Macao, a true patriot, and above all a scrupulous historian, cannot be expected to overlook crying wrongs and abuses which have already cost the poor colony dearly indeed. Nobody ignored them at Macao, and yet I am blamed for alluding to them in my work. At any rate, to cauterize dangerous old sores

naturally calls forth yells and paroxysms from the patients writhing under the salutary operation.

Before the article in question was published, already several hundreds of copies of *Historic Macao* had been sent over to Hongkong; and rumours were afloat at Macao as to the possibility of the book being confiscated as "anti-patriotic." To the competent authorities it was duly pointed out by me that, before adopting any such arbitrary proceeding, it would be well to prosecute me if I were deemed to be answerable for any breach of the law or of my civic duty. It was also pointed out that by the Constitution of Portugal I had a perfect right to the liberty of thought and utterance, the more so since my candid statements of facts only aimed at safeguarding the true interests of the ever-victimised colony. Nay, some of the statements objected to were reproduced from the work of a straight-forward governor of Macao, published at Lisbon some years ago, urging measures of reform.

Nevertheless, on the afternoon of the 15th instant, a police squad raided the printing office where the books were stored, and my house as well as several other private residences, confiscating altogether some five hundred copies of the work, and without producing any warrant to that effect, the order given to the police being kept secret, manifestly because it was not judicial.

Of course, against such arbitrary proceedings a local protest would be quite unavailing. Moreover, I had ample reason to foresee further violence and unlawful procedure, so that I deemed it wise to avoid further outrage by seeking shelter at Hongkong forthwith, as insisted by my friends and relatives in face of the conspiracy raised against me right and left under the cloak of patriotic indignation. Here I can vindicate myself freely and fairly.

Pending due protest to the Lisbon Government, I now hereby solemnly protest against the unwarrantable attitude of the Macao authorities, whom I hold responsible for the serious consequences thereby entailed on me as well as for the still graver issues on the colony's prestige arising from this necessary protest publicly made in self-defence against the outrageous procedure as well as the calumnious imputations so unjustifiably levelled at me in a Macao paper after the confiscation. There is already ample evidence to show that at the bottom of the scandal lies the pressure of that very bumptious and gaffly clique and of wiseacres referred to in the confiscated work as a most dangerous factor in the colony's ruinous exploitation.

On the other hand I have already been complimented by some citizens of Macao as the only man who had the courage to tell the plain truth; and others even foresee that eventually this uncalled for persecution will rebound to my credit.

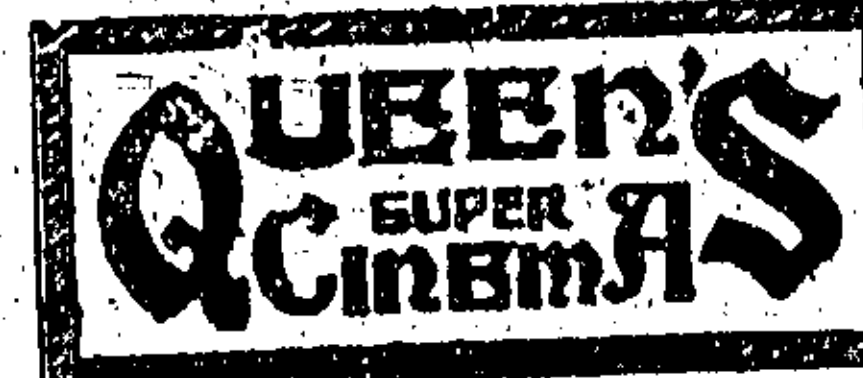
Anyhow I may well add here that no other Portuguese colony has yet had its history written so thoroughly as that of Macao—a labour of love which has cost me almost a lifetime of devotion, without the least help or recognition on the part of the Portuguese Government, as is usually the case ever since the greatest bard of Portugal—who wrote his immortal epic at Macao as an exile only to be recalled on a false charge—was left to die at Lisbon in utter destitution after undergoing untold ordeals. It is remarkable in *Historic Macao* that, "as a rule, only when Portuguese worthies have left their vale of tears, only when their great ideals have been blighted as well as conspurcated, and death relieves them from further martyrdom, only then are their merits extolled and exploited with puffy rhetoric." Nobody cares to estimate, if possible, the vandalic outcome, the nemesis of fate thereby entailed throughout the ages of such petty-minded and suicidal misrule, such heart-rending sacrifices of those providential men who in any other country would have been more than honoured in their lifetime.

After all, every people has the government it deserves; and so far as Macao is concerned, all those who did most for the hapless colony were precisely those who suffered most, with a tragic end to crown their unavailing martyrdom.

C. A. MONTALTO DE JESUS.

Hongkong, June 17th, 1926.

(Continued on next column.)



TO-DAY AND TO-MORROW.

LOUIS B. MEYER

PRESENTS

CLAIRE WINDSOR, FRANK KEENAN

AND

LLOYD HUGHES

"THE DIXIE HANDICAP"

LOVES AND ADVENTURES OF THE TURF, WHERE
HEARTS AND REPUTATIONS ARE AT STAKE.

A METRO-GOLDWYN PICTURE.

THE STAR

TO-DAY At 5.30 & 9.15

JANE NOVAK and GASTON GLASS
IN
"THE DANGER SIGNAL"

THE WORLD

TO-DAY At 5.15 & 9.15

GRACE DAVIDSON
IN
"THE SPLENDID LIE"

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

RUGBY, June 16th.

Paris	171
Brussels	107½
Amsterdam	12.11½
Berlin	20.44
Copenhagen	18.35
Vienna	34.475
Helsingfors	103½
Lisbon	2.17/32
Buenos Aires	45.3/16
Shanghai	2/11½
Yokohama	1/11.3/32
New York	4.86.11/16
Geneva	25.14½
Milan	104½
Stockholm	18.15
Oslo	21.955
Prague	104½
Madrid	29.975
Rio	7 21/32
Bombay	1/5. 61/64
Hongkong	2/2½
Silver (spot & forward)	30½

MACAO PAPER'S STATEMENT.

In the Macao daily newspaper *A Patria* of Wednesday's date appears a letter by Mr. Francisco A. da Silva, who is the Senator for Macao to Lisbon and who is, at present in Macao. Mr. da Silva says, *inter alia*, that Mr. Montalto de Jesus has made statements that require immediate correction and that the words of the author are an aggravation "against Portugal as a Colonial country." "I have always maintained and repeated that the people of Macao desire above all to remain Portuguese and that not one of them agrees with Mr. Montalto in his proposal, which would discredit the country and all the Portuguese." Mr. da Silva then expresses his vehement protest against the proposals which Mr. Montalto has dared to make public and says that the vote of protest should be a collective one.

An editorial comment stresses the necessity for the correction of the ideas contained in the book and, later on, laments that the Hongkong newspapers did not immediately recognise the falsities of the author's views which would never be the considered views of Macao or Portugal and which are but the product of "a sick imagination." The newspaper is certain that the Government of the Province, in face of the publication in Hongkong, will take whatever steps the gravity of the case requires.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 17th, 1926.

Hongkong Bank	11.150 nom.
Do, London	2181 nom.
Chartered Bank	220½ nom.
Mercantile Bank A. & B.	230½ nom.
Do	218½ nom.
E. & O. Bank	22½ nom.
East Asia Bank	22½ nom.
Canton Insurance	9800 buy, 650 sa.
China Underwriters	11.90 nom.
North China Insurance	11.145 nom.
Union Insurance	11.145 nom.
Yongze Insurance	11.145 nom.
China Fire Insurance	11.145 buy.
Hongkong Fire Insurance	11.145 buy.
Douglases	11.145 buy.
H.K. & M. Steamboat	11.145 buy.
Hongkong Tugs	11.145 buy.
Indo-China (Ind.)	11.145 nom.
Do (Del.)	11.145 nom.
Shell Transports	11.145 nom.
Star Ferries	11.145 nom.
Waterways	11.145 nom.
China Sugars	11.145 nom.
Malacca Sugars	11.145 nom.
Bongroes	11.145 buy.
Kailan Mining Ad.	11.145 buy.
Langkate (combined)	11.145 buy.
Do (single)	11.145 buy.
Shanghai Explorations	11.145 nom.
Shanghai Loans	11.145 nom.
Banks	11.145 nom.
Tonghai Mines	11.145 nom.
Tonghai Cables	11.145 nom.
H.K. & K. Wharves	11.145 nom.
H.K. & W. Docks	11.145 nom.
Hongkong	11.145 buy.
New Engineering	11.145 buy.
Shanghai Docks	11.145 buy.
H.K. & S. Hotels	11.145 buy.
Hongkong Lands	11.145 buy, 55 sa.
Hongkong Realty	11.145 sa.
H.K. Territorials	11.145 sa.
H.K. Development	11.145 sa.
Hampshire Estates	11.145 sa.
Prince's Buildings	11.145 sa.
Rural Lands	11.145 sa.
Kwo Cottons	11.145 buy, 55 sa.
Oriental	11.145 nom.
Shanghai Cottons (old)	11.145 nom.
Do (new)	11.145 nom.
China Buses	11.145 buy.
H.K. Tramways	11.145 buy, 25.10/25 sa.
Peak Tram (old)	11.145 buy.
Do (new)	11.145 buy.
Singapore Traders	11.145 nom.
Taxis	11.145 sa.
Amusements	11.145 nom.
Canton Ice	11.145 nom.
Cements (combined)	11.145 buy.
Do (old)	11.145 nom.
Do (new)	11.145 nom.
China Lights (combined)	11.145 buy, 31 sa.
Do (old)	11.145 buy.
Do (new)	11.145 buy.
China Exports	11.145 sa.
Constructions	11.145 sa.
Dairy Farms	11.145 sa.
Der A Wings	11.145 sa.
Hongkong Electric	11.145 buy, 60 sa.
Macao Electric	11.145 buy, 40 sa.
H.K. Bopes (combined)	11.145 sa.
Do (old)	11.145 sa.
Do (new)	11.145 sa.
Lane Crawford	11.145 nom.
Mackintosh	11.145 nom.
Sucre	11.145 nom.
United Asbestos	11.145 nom.
Watsons (old)	11.145 nom.
Wm. Foralls	11.145 sa.

SUICIDE OF A JUDGE.

At 9 a.m. on the 20th ult. Luang Dulachuk, Judge of the Changwat Court of Nakon Sawan, committed suicide by shooting himself. He was suffering from consumption and had got leave from his duties at Nakon Sawan. He returned to Bangkok in the hope of getting better, and hired a house behind the residence of Phya Maha Amatyat when it was evident that he was only becoming worse. The Kroh Lok says he decided to end his life, says the *Bangkok Times*.

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Etc., Etc., Etc.

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HONGKONG.

CANTON PICKETS.

DR. WU ORDERED TO RETURN
TO CANTON.

A KUOMINTANG REPORT.

(FROM OUR CHINESE CORRESPONDENT.)

The sixteen picket companies of the Canton Strike Committee have been re-assigned their stations during the last few days. About half a dozen companies have been put on duty in Canton City and the vicinity. Others are to have their regular quarters at Shumchun, Kóngmoon, Chinshan, and other ports where foreign vessels enter or foreign trade is done.

On the evening of June 13th some of the pickets at Shumchun were arrested by members of the Kuomintang, but the reason for the arrests has not yet been disclosed.

The Kuomintang River Flotilla will soon be strengthened by another confiscated vessel, the s.s. *See Wah*, which used to ply between Canton and Wuchow on the West River. The *See Wah* has been condemned for having carried unlicensed opium for her passengers.

DR. C. C. WU.

Dr. C. C. Wu, since his arrival in Shanghai has made statements uncompromising and discouraging to friends of the Canton regime, says a Kuomintang report. General Chiang Kai Shek, therefore, has instructed Mr. Sun Fo, who is taking up some of Dr. Wu's work, to wire to Dr. Wu to return to Canton within a month. It is said that Mr. Sun did so on June 15th, but it is not stated what reply, if any, has been received.

RADIO SERVICE RESUMED.

According to an announcement of the Canton Radio Administration, service between Canton and Hongkong was to be resumed as from June 15th. Stations at Wuchow, Shuihung, Shuiukwan, and Kóngmoon are also in working order.

RECEPTION TO HONGKONG CHINESE.

On June 16th the Kuomintang subsidiary organizations gave a reception at the Haichu Theatre to the Hongkong Chinese now spending the "Dragon Boat" Festival holidays in Canton.

On June 17th and 18th the Canton Strike Committee pickets provided special launches to convey the visiting Hongkong Chinese from the West Bund back to the Hongkong-Canton British steamers. The launches waited at the Bund at seven o'clock in the morning, and some of the Hongkong Chinese availed themselves of this privilege.

KUOMINTANG AND CANTONESE ORGANIZATIONS.

The Kuomintang, in the coming conference with the Hongkong representatives, will not admit delegates from the commercial and labour organizations of Canton, although their leaders will be consulted. Since the Hongkong Chinese merchants and workers have decided to leave the negotiations to the Hongkong Government, the Kuomintang in Canton, it is stated, have felt it unnecessary to have formal representation from similar bodies in the Southern Capital.

PICKET CHANGES.

To guard against possible disaffection on the part of the armed strike pickets, the Strike Committee, at the request of the Kuomintang, have made several changes regarding picket stations, and the more unruly labour agitators and picket leaders are being closely watched.

ANTIPATHY TO MACAO.

It is possible that the antipathy now being directed against Hongkong may be directed to Macao. The Hongghuan Residents Association has protested to the Kuomintang against the recent deportation of a Chinese dentist from Macao. Dr. Li Kwan Tat, the dentist in question, was chairman of the Kuomintang in Macao prior to his being ordered to leave the port. He is now in Chinshan working with a view to strength the boycott against Macao.

"JUNE 23RD" ANNIVERSARY.

The Cantonese intend to observe "the June 23rd anniversary" by holding a memorial service at Lok Shin and other theatres in Canton by erecting a memorial tablet on the Shauke Bund. Last June 23rd, 52 Chinese were killed and 117 injured during a misunderstanding between British and French Marines guarding Shamen and the Chinese troops and students parading on the Bund opposite Shamen, protesting against the Shanghai incident of May 30th.

WHAMPONG MILITARY ACADEMY.

The Whampoa Military Academy, now known as the Central School of Political and Military Science, celebrated its second anniversary under joint Soviet-Kuomintang management last Wednesday. M. Borodin, the Soviet High Commissioner to South China, and General Chiang Kai Shek, Commandant of the Cadets, were among the speakers of the day. The Academy, within the last two years, gave 516 lives in the several "wars" declared by the Kuomintang against their enemies. The Academy has therefore erected, at Whampoa, a monument on which is inscribed the names of those who lost their lives.

CHIEF DET.-INSPECTOR GRANT.

APPROACHING DEPARTURE OF
WELL-KNOWN OFFICER.

FAREWELL TO HONGKONG AFTER
30 YEARS.

It was recently recorded in these columns that Chief Detective Inspector J. Grant, the oldest member in the service of the Hongkong Police Force, was about to retire on a well-earned pension, after completing thirty years service.

He leaves Hongkong next Thursday for Home on the R.M.S. *Empress of Scotland*, and will settle down in his native Scotland, where he intends to pursue an active life in shooting, fishing, bowling, tennis, etc. He will also devote much of his time to gardening and hopes to take up bee culture. Old friends from Hongkong will always be welcome, and Mr. Grant expects to meet many old acquaintances from time to time, and they will not lack a welcome by calling on him. Mrs. Grant and the family of two boys and one girl are at present residing at the village of Aberdour, Speyside, Banffshire.

Mr. Grant will be succeeded in office as Chief Detective Inspector by Detective-Inspector Timothy Murphy, who joined the Force in 1903, and has been, for some time past, senior officer in the Criminal Investigation Department.

HIS CAREER.

A few references to Mr. Grant's career, which were only just touched on at the time, will not be out of place. He is one of the most capable, best liked and highly esteemed officers of the Force. He joined in 1896, after serving two years in the Aberdeen City Police Force, and was selected, along with Chief Inspector Robert MacDonald, by the late Sir Henry May, then C.S.P., to serve in Hongkong. In 1903 he reached the rank of Sergeant, and attained the position of full Inspector in 1919. On the retirement of Chief Detective-Inspector Muriel in 1923, Mr. Grant succeeded to his present office.

When, Mr. Kerr, A.S.P., retired, Mr. Grant became "the Father of the Force," and his departure will be greatly regretted by all his colleagues. After Mr. Grant leaves, Mr. W. G. Gerrard, A.S.P. New Territories, will become "The Father of the Force."

Mr. Grant is a member of the well-known family of "Grant's" of Blairnarnock, a fine upland sheep farm situated between the Don and the Avon in Upper Banffshire, about four miles from Tomintoul Village, where for over 300 years without break, the family have been tenants of the Duke of Richmond and Gordon.

LINKS WITH THE COLONY.

There has been a long connection between Mr. Grant's family and Hongkong. His uncle on the mother's side, the late Alexander Cumming, joined the Hongkong Police about 1870, and died in Hongkong in November, 1875. His uncle, the late Dr. Robert Grant, R.N., Inspector General of Fleets Hospitals, served on the China Station for three years. Mr. Grant's eldest brother, Alexander, held the position of Chief Detective Constable in the Cape Town Police, and his brother James is the tenant of Phonsa Farm on the Ballindalloch Estate of Sir George McPherson Grant. His brother-in-law, Mr. Alex. Reid, Cragganmore House, Ballindalloch, is the world-renowned cattle feeder who carried away the Supreme Championship of Smithfield at the last Fat Stock Show, and who has won the Supreme Championship at the Edinburgh Fat Stock Show three times during the past four years.

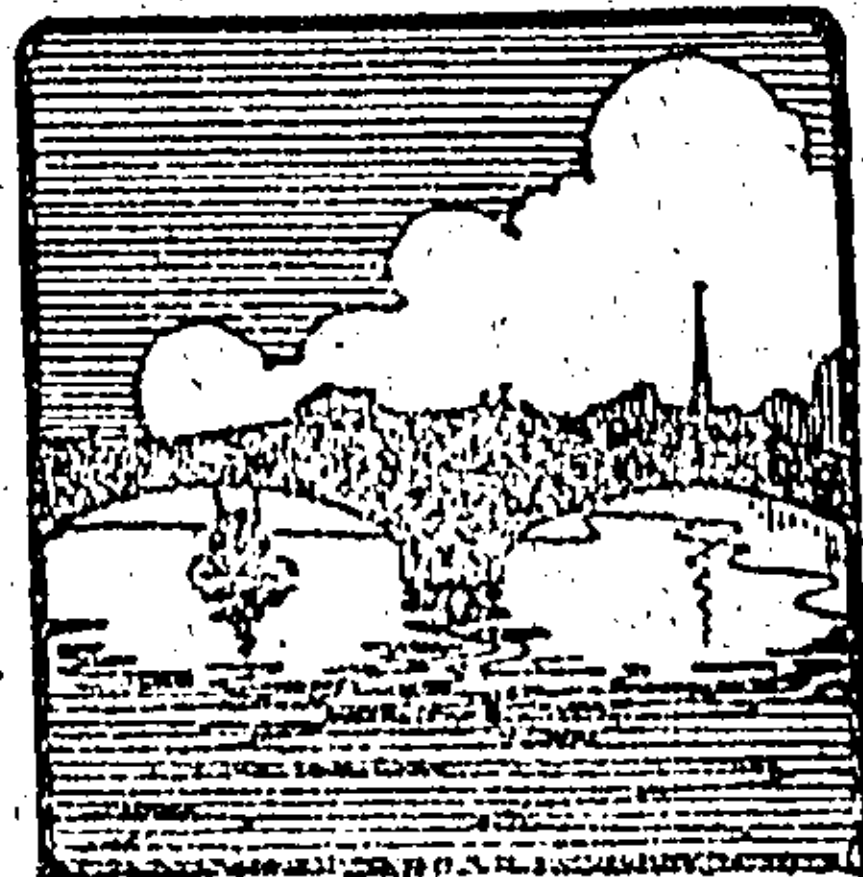
When Mr. Grant first arrived in Hongkong, the conditions appertaining in the local Force did not compare at all favourably with those in the Force at Home. Raids were carried out by order of the C.S.P. on all gambling houses and books seized, some of these containing names or numbers of a large section of the Force who had been receiving bribes from these houses. A year later Sir Henry May issued a General Order which stated that not a single European member of the Force whose names appeared in these books was now in the Force. Since then both uniform and plain clothes branches of the Force have been very free from this sort of "graft."

For many years Mr. Grant was attached to the Fire Brigade, serving firstly as a fireman and then as an assistant engine driver, and later as foreman of one of the three squads of the Brigade.

(Continued on next column).

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CHINESE MISSION FOR LEPERS.

HONGKONG AUXILIARY.

An auxiliary of the Chinese Mission for Lepers is to be organized in Hongkong. A gathering of interested Chinese men and women who met at the Chinese Y.W.C.A. on Wednesday evening, has appointed a committee to make the necessary arrangements.

The meeting was presided over by Mr. Li Chor Chi, of the Ho Hong Bank, with the support of Mr. Wong Wing Yu, a secretary of the Chinese Y.M.C.A.

Before the appointment of the committee the Rev. C. T. Wu, general secretary of the Mission at Shanghai, addressed the gathering and then refreshments provided by Mr. Li and his friends were partaken.

The committee will meet on Sunday afternoon at the home of Mr. Li, 33, Robinson Road. It comprises: Mr. Li Chor Chi, Mr. Lo Po Yin, Dr. Arthur Woo, Mr. Andrew Cheng, Mr. Cheung Wing Kue, Mr. Chau Kwan Lam, Mr. Ling, Mr. T. Moffatt, Mrs. Kwong Kwok Shuen, Miss T. H. Shin, and two other ladies to be appointed.

Mr. Grant's recollections of the arduous service in the Brigade in those days are extremely interesting. Gear in those days had to be taken to the scene of the fire by hand, and it was no light task to run reel or ladder a considerable distance without stop. When in the winter months all water was cut off from the mains, the water had to be pumped in from the harbour during the early part of a fire. Two of the biggest fires during Mr. Grant's service with the Brigade were those that took place in the Kowloon Godowns, at the time when an explosion carried the roof of one of the godowns clean off. Mr. Grant's squad won the Insurance Company's shield, given for competition between the various squads, three times running, missed it one year, but regained the trophy the following year.

KEEN SPORTSMAN.

Mr. Grant has always been a keen sportsman, especially with dog and gun. In the early days of Mr. Grant's service game hunting was much better than it is at present, and he has secured some very fine bags. Mr. Grant was also one of the leading shots in the police for 25 years, being noted with the rifle. He has always been a keen bowls player, and the Police Club will lose a good man in his departure. Mr. Grant has been closely associated with the Police Recreation Club since its early days and has been a member of the Committee for nearly all his time here.

He recalls the time when the *Praya* was at Des Voeux Road from the Cricket Ground to Kennedy Town, and when sampans tied up where the entrance to the King Edward Hotel is now.

The Press of the Colony will especially regret Mr. Grant's departure, as in all relations with newspaper representatives he has always been extremely courteous, and willing to give information if he were at liberty to do so and when it was considered advisable in the interests of justice and accuracy.

His many colleagues in the Force will be meeting next week to express their sincere regret at his departure from the Colony, but at the same time to wish him "good-bye," "good luck" and many happy years, attended with good health, in which to enjoy his well-earned retirement with his family.

ANOTHER CANNON CASE.

JUNKMASTER FINED FOR
POSSESSION.

Mr. J. H. B. Nihil, the Kowloon Magistrate, had to deal with another cannon case yesterday when a junkmaster of Yaumati was charged with being in possession of a cannon.

Detective-Sergeant Whelan, who was responsible for the seizure, said that the cannon was similar to those which formed the subject of a charge in which a Chinese engineer from Mongkok was sentenced the previous day. There was a slight difference in that the cannon seized was slightly smaller and was mounted on a carriage.

Defendant pleaded guilty, but held that the cannon was covered by his cargo licence.

Replying to the Magistrate, defendant said that the cannon had been given him four or five years ago by a relative for protection against pirates. He had never fired it.

Sergeant Whelan informed his Worship that defendant had five cannon on board his junk, whereas according to the licence he held, he was only allowed four. One of the cannon was partly covered.

Defendant admitted that the cannon, which was the subject of the charge was a breech-loader, whereas the other four which were specified in his licence were muzzle-loading cannons.

A fine of \$100 was imposed.

A THIRSTY SEAMAN.

CHINESE WINE-SHOP AS AN
OASIS.

NOW OUT 'OF MISCHIEF.

Before Mr. R. E. Lindsell, at the Central Magistracy yesterday, James Roman, a European seaman, was charged with stealing a bottle of mineral water and a quantity of Chinese wine from a Chinese woman's wine shop at 46, Tai Weng Street, on the previous day.

Defendant pleaded that he had no recollection of the occurrence, as he was under the influence of drink at the time.

Complainant said that the defendant came to her shop soon after noon on Wednesday. He spoke English and indicated that he wanted a bottle of wine, which was on the shelf. Her licence did not allow her to sell wine to foreigners, and she motioned him away. He disregarded her and took down a bottle of mineral water and the bottle of Chinese wine. He then opened it and began pouring the contents down his throat. Complainant blew a police whistle, but defendant was undeterred. Even when a Chinese detective arrived, defendant still continued to drink the wine.

The Magistrate said that apparently the defendant had no opportunity to pay for the wine before he was arrested.

Inspector Blackman, who prosecuted, said that the defendant had no money on him when he was brought to the police station.

The Chinese detective said that the defendant was unwilling to go with him, until he was requested to do so by another Englishman.

The Magistrate said that drunkenness was no excuse for committing a crime. He imposed a fine of \$25 or 14 days' imprisonment.

Inspector Blackman pointed out that defendant's ship would sail from Hongkong in ten days' time.

The Magistrate thereupon reduced the sentence to ten days, and told defendant that the detention would keep him out of mischief, for a time at any rate.

THE END IN SIGHT.

HIS EXCELLENCY'S OPTIMISM IN REGARD TO BOYCOTT.

"THE END OF OUR TROUBLES ALMOST REACHED."

DECLARATION AT THE INSTITUTION OF ENGINEERS.

On the occasion of formally opening the new premises of the Institution of Engineers and Shipbuilders of Hongkong, at King's Building yesterday evening, His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.), amidst loud applause, declared that the end of our present troubles seemed at last within reach. He stated that last week the Canton Government had written to him requesting the appointment of three delegates to meet three representatives of the Canton Government to negotiate a settlement of the boycott. With the approval of His Majesty's Government he had appointed Messrs. Halifax, Kemp, and Brown (Consul-General at Canton) as Hongkong's representatives. He expressed the hope that the present deliberations would end the artificial and superficial differences between Hongkong and the province of Kwangtung.

All the seating accommodation in the new premises was taken up before the arrival of His Excellency.

On the Governor's arrival, an orchestra on the verandah played the National Anthem.

Seated at the table with His Excellency were Mr. J. Ormiston (President of the Institution), the Hon. Mr. H. T. Cressy (D.P.W.), the Hon. Mr. W. T. Southern (the Colonial Secretary), Messrs. B. L. Frost, L. J. Blackburn, W. J. Stokes, R. M. Dyer, S. Baker, Prof. Middleton-Smith, Messrs. R. Sutherland, B. R. Forster, J. F. Miller, and G. E. Greig.

Among others present were the Hon. Mr. A. O. Lang, the Hon. Mr. D. G. M. Bernard, the Hon. Mr. W. H. Bird and Mr. C. G. Alabaster, K.C.

WELCOME!

Mr. J. Ormiston, the President, in welcoming His Excellency, said: It is a great honour to me to have the privilege of presiding here this evening on such an important event in the history of this Institution. On behalf of the members I thank your Excellency most sincerely for honouring us with your presence on the occasion of this the Opening of our Extended Premises. We were delighted when you accepted the post of Hon. President and have happy recollections of your attendance at our recent dinner, and later, on these premises (West side): the latter visit was somewhat in the nature of a pleasant surprise and I can assure you that we were all very appreciative of the valuable time you devoted to us. It was a very great pleasure to observe the keen interest that you evinced and your inspiring address after dinner was distinctly cheering, particularly during the troublous times we were and are still passing through.

Before requesting your Excellency to declare the premises open, may I be permitted to take this opportunity of extending a very hearty welcome to our Hon. Vice-Presidents, the Hon. Mr. Southern and the Hon. Mr. Cressy; our thanks are due to these distinguished gentlemen for honouring us by their acceptance of office. (Applause.)

THE HISTORY OF THE INSTITUTION.

It is now necessary for me to explain briefly the history of the Institution and the purposes for which it was founded. In this connection I cannot do better than refer to the historical portion of Mr. J. F. Miller's speech on the occasion of the Opening of our Rooms on the West Side of this Building, by His Excellency Sir Frederick Lugard, on February 5th, 1910. In passing may I say how very pleased we are to have Mr. Miller present with us to-night.

The following is an extract from the speech referred to:—"This Institution was incorporated in 1891. Previous to that time the engineers of the Colony had on two occasions started similar institutions, but both closed after a very brief existence. The present Institution is now in its 19th year. In 1881 it began its career in premises situated in what was then Praya Central. These rooms later on proved inadequate for the members, and in 1899 we removed to larger and more suitable rooms in Des Vaux Road, which were opened by His Excellency Sir Henry Blake. For some years past there has been a feeling expressed by many of our members that premises with a frontage to the harbour were desirable, and now as you can see we have secured these. The splendid position our rooms now occupy should prove a great attraction, and will also I hope induce many who are not yet members to join us. The objects for which the Institution was founded are to improve the scientific knowledge of the members, to further engineering and shipbuilding science, to encourage social intercourse, more especially amongst sea-faring members; to provide a library, reading, refreshment, and other recreation rooms, and such other rooms as may be deemed necessary for the comfort and convenience of members."

(Continued on page 8.)

THE BOYCOTT.

ANOTHER STEP TOWARDS SETTLEMENT.

HONGKONG DELEGATES APPOINTED.

A REVIEW OF THE PAST FEW WEEKS.

During the past few weeks there have been rumours in plenty regarding negotiations for a settlement of the boycott. They commenced in the middle of May when General Chiang Kai Shek, at the meeting of the Kuomintang Executive Council, denounced Bolshevik outrages and stated that no Bolshevik within the Kuomintang should be allowed to hold any leading position in the Party or in the Kuomintang Government.

THE KUOMINTANG PROCLAMATION.

Then at the end of the month came the Kuomintang proclamation, issued in the names of Wang Ching Wei, Hu Han Min, Tan Yen Kai, Koo Ying Feng, and Dr. C. C. Wu, announcing that the Kuomintang Ministry of Foreign Affairs would take immediate steps to confer with all parties concerned in order to bring the Canton-Hongkong strike to a satisfactory termination.

This proclamation appeared to be a natural sequence to the resolutions taken by the Kuomintang Executive Council, but something went wrong somewhere. It was suggested that General Chiang Kai Shek was not informed regarding its details and consequently was extremely annoyed over the action taken by the Civil Administration. This, of course, is still a matter of conjecture. The only established facts are that Dr. C. C. Wu and others left the Capital unostentatiously and that within a few days the Canton Government, as it had been known to foreigners, ceased to exist. General Chiang Kai Shek was appointed Commander-in-Chief and, as our Chinese Correspondent pointed out yesterday, he is now acknowledged as being in supreme control of the whole of the Province. The only threat to his position lies in possible disaffection among the troops.

OPTIMISM IN THE AIR.

The disappearance of several of the heads of the Civil Administration might ordinarily have been expected to delay negotiations regarding the boycott. But from all sides reports came of a steadily growing feeling in Canton that the troubles should be settled. Early this month delegates came to Hongkong presumably to test the feeling here. They were informed, naturally enough, that the commercial community would do everything in their power to bring about a resumption of traffic between the two ports but, at the same time, they were told quite frankly that the matter rested entirely with Canton. All that Canton had to do was "to call off" the pickets.

The Canton people apparently were quite satisfied with the reports that their delegates were able to give regarding the results of their trip and there was certainly no relaxation in the efforts made towards finding a way out of the seeming impasse.

THE DESIRE FOR A SETTLEMENT.

On June 10th we announced that the Kuomintang Ministry of Foreign Affairs had officially communicated to the Hongkong Government the desire of the Kuomintang to effect "a settlement of the difficulties which are preventing trade." At the same time it was stated that Mr. Eugene Chen, Minister of Foreign Affairs, Mr. T. V. Soong, Minister of Finance, and Mr. Chan Kung Pok, Director of the Political Training Department, had been appointed to represent Canton in the negotiations.

The same day a Shameson correspondent wrote to us: "The Chinese here have an idea that the Strike will be over very soon. I saw Mr. Luk King For (who is associated with Mr. Eugene Chen in the Ministry of Foreign Affairs) and he confirmed this opinion. The Strike will be soon over, he remarked, and when I expressed my doubt he smiled and said Eugene Chen was working hard to bring about a settlement."

(Continued on next Column.)

MILITARY POSITION IN HUNAN.

RECONCILIATION WITH KUOMINTANG.

OFFER TO CHIANG KAI SHEK.

[FROM OUR CHINESE CORRESPONDENT.]

It is reported in Canton that General Chao Heng Ti, formerly Tsuchun of Hunan but recently driven from Changsha, the Hunan capital, is planning a "come back," this time in reconciliation with General Tang Seng Chi. It will be remembered that Tang Seng Chi drove out Chao three months ago but was himself defeated by followers of Marshal Wu Pei Fu. Now Chao Heng Ti, according to report, prefers a Kuomintang alliance to Wu Pei Fu co-operation, and he is said to have addressed a note to General Chiang Kai Shek, the Kuomintang Commander-in-Chief, stating that he will prevent a Wu Pei Fu invasion of Kwangtung, provided that Kuomintang troops will leave Hunan.

LOYALTY TO CHIANG KAI SHEK.

Kuomintang members in Canton, as a sign of approval of the appointment of General Chiang Kai Shek as the Commander-in-Chief of the Revolutionary Forces, presented their Party headquarters on June 15th with an embroidered scroll bearing the inscription "We are for the Kuomintang." General Chiang, accompanied by General Tan Yen Kai, acting Major Sun Fo, and Salt Revenue Director-General Tang Chuk Yu, accepted the scroll on behalf of the party.

WOMEN'S WORK FOR THE TROOPS.

Kuomintang troops leaving Wonsaha for the Northern districts to reinforce the forces of General Tang Seng Chi in Hunan were given a good send-off by Canton Kuomintang women with banners at the railroad station. According to a recent decision of several Kuomintang women clubs of Canton, it is the intention of the Kuomintang women not only to cheer their men on their departure but also to send them gifts from time to time while they are at the front. Presumably we shall be soon hearing a Cantonese version of that popular war time ditty "Sister Susie's sewing shirts for soldiers."

ALL IN ONE FOLD.

During the absence of troops from Kwangtung in the North, General Chiang Kai Shek has decided to bring the Peasants' Corps and the People's Volunteers, local military organizations established for self-defence, under his immediate command so that he may replace regulars with the volunteers should circumstances demand.

The Canton Naval Bureau, controlling the river flotilla and the coast defence, formerly a department separate from the army, will soon also be put under the command of the newly appointed Commander-in-Chief, of the Kuomintang Forces, as well as the aviation corps and the Canton Arsenal at Shekcheng.

HONGKONG GOVERNMENT DELEGATES.

There the matter rested until yesterday when it was announced that the Hongkong Government had appointed delegates to meet those of the Canton Government. The official announcement read:—

"The Hongkong Government has appointed the Honourable Mr. J. H. Kemp, K.C., C.B.E. (Attorney-General), and the Honourable Mr. E. R. Halifax, C.M.G., C.B.E. (Secretary for Chinese Affairs), to act as delegates to negotiate with the Canton Government for a settlement of the boycott."

"His Majesty's Consul-General, Canton (Mr. J. P. Brennan), has been authorized to act as delegate in conjunction with the representatives of the Hongkong Government."

"The date on which the delegates will proceed to Canton will be fixed as soon as a reply has been received from the Canton Government to the letter notifying the appointment of these delegates."

If General Chiang Kai Shek is sincerely desirous of ending the boycott, and the officials associated with him, are "working hard" towards the same end there should be no doubt regarding the outcome of the conference between the Canton and Hongkong authorities.

The issue, as stated, rests entirely in the hands of Canton, but although there is little to negotiate officials to meet the Canton Government representatives when requested to do so. It establishes our willingness to co-operate in every possible way with our neighbours.

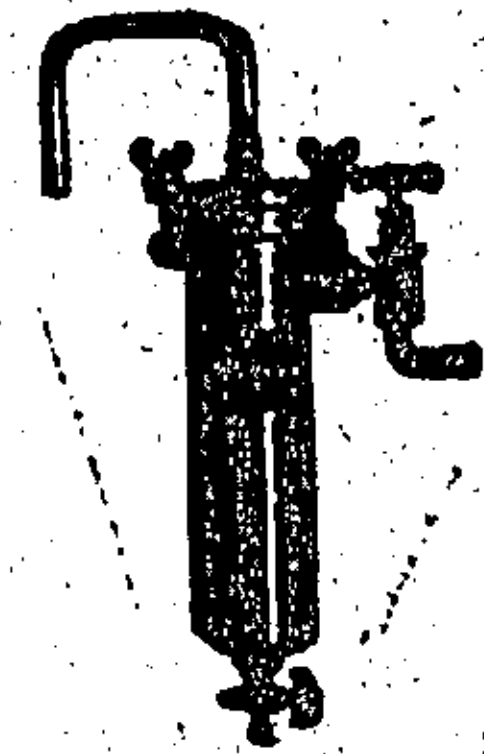
"UNDER CONSIDERATION."

Presumably Mr. Kemp, Mr. Halifax and the British Consul-General in Canton are to meet Mr. Eugene Chen, Mr. T. V. Soong and Mr. Chan Kung Pok. But for several days past there have been persistent rumours that Mr. Soong is not in Canton.

Yesterday our Chinese Correspondent wrote: "Up to June 16th, members of the Kuomintang Ministry of Foreign Affairs were still unable to give a definite statement regarding the progress of their attempts to settle the boycott. All they could say was that the matter was under consideration and that it would soon be satisfactorily settled."

A meeting with the Hongkong delegates will clear the air.

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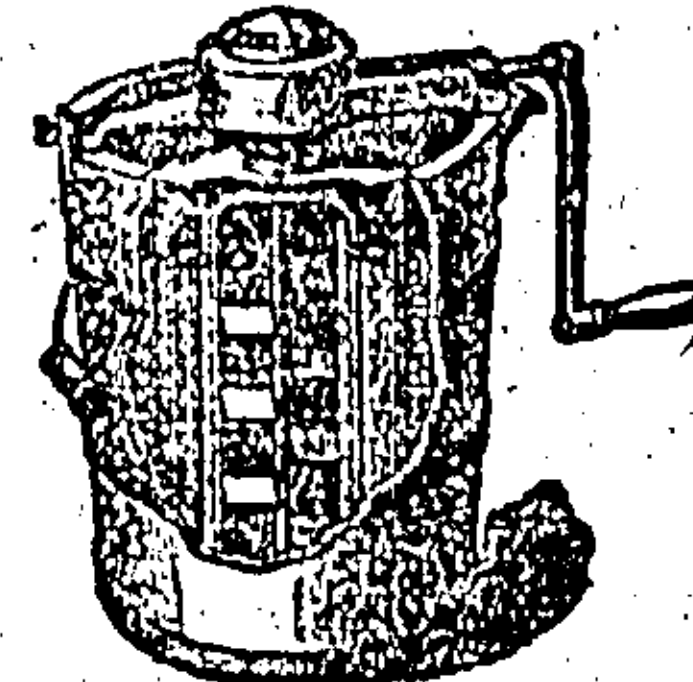
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BATHING BEACHES COMMITTEE,
Post Office Building.

3675]

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HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL
MEETING of MEMBERS will be held
in the JOCKEY CLUB ROOM, HONGKONG CLUB
ANNEX, on MONDAY, 21st JUNE, 1926, at
5.15 P.M.

By Order,
C. B. BROWN,
Secretary.

3647]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION CO.

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Silk and Valuable Cargo for Italy, France
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conveyed by the Steamer proceeding to Bom-
bay and there transhipped to the on-carrying
Steamer for Marseilles and London.

Parcels will be received at this Office until
NOON on the 19th JUNE. The Contents and
Value of all Packages must be declared.

For further Particulars, Apply to—
MAOKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 16th June, 1926. [3687]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1925.

Revised by Members.

PRICE 85

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Postage to any part of the world—\$16.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

NOTICE.

SUBSCRIPTION GRIFFINS 1927.

LISTS are NOW OPEN for MEMBERS
to Subscribe for SUBSCRIPTION
GRIFFINS for 1927, and will be found at
the HONGKONG CLUB, RACE COURSE and
STABLES.
Lists will CLOSE on MONDAY, 21st
JUNE, 1926, at 6 P.M.

3677]

By Order,
C. B. BROWN,
Secretary.

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg
to inform All Interested in SAFE
DEPOSIT, that they have actually in their
New Building, 8, QUEEN'S ROAD, SAFE
DEPOSIT BOXES at the Yearly Rate of \$3
for the Small Size and \$12 for the Large Size.
Please Apply to The CASHIER. [3472]

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THE Undersigned have received Instruc-
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PUBLIC AUCTION

ON

TUESDAY, 22ND JUNE, 1926,

COMMENCING AT 9.30 A.M.

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CASKS AND DRUMS,
DIRTY MINERAL OIL AND OIL FUEL.

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LTD., BANK OF CHINA BUILDING. [3673]

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PREMISES on GROUND FLOOR.
Central Position.—Apply to Box No.
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BUILDING, PENNINGTON STREET, East
Point, Floor Area: 5,835 Sq. Ft., Height:
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WEEKLY PRESS, July to December,
1925.

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[50]

DEATH.

BOLTON.—On June 16th, at sea on voyage
Home, ANDREW ADAMS BOLTON, for
20 years foreman engineer Hongkong
and Whampoa Dock Co., Ltd. [3692]

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 18TH, 1926.

THE ENGINEERS' INSTITUTION.

TRADE unionism, in principle, is not con-
fined to manual workers. Professional
men band themselves together in societies
designed for their mutual benefit. The
title of these societies indicate, quite
clearly, that their purpose is to advance
the interests of men of a particular call-
ing. The Engineers' Institute is an ob-
viously intended for engineers as the
British Medical Association is for doctors,
or the Marine Officers' Guild for those
who carry out executive duties on ships.
We may explain that there is even an
Institute of Journalists which does its
best to further the interests of those who
try to entertain, and perhaps instruct,
the public through the medium of news-
papers.

Last evening the members of the local
Institution of Engineers and Shipbuilders
had a happy social meeting. With legiti-
mate pride the President told His Excel-
lency Sir Cecil CLEMENTI and the general
public what the Institute was trying to
do and how it came into being in response
to a real demand. The new premises
furnish proof of its vitality. We offer our
heartiest congratulations to those who have
given freely of their services for their
fellows. Mr. BALDWIN has told us re-
cently that the great need of the age is
unselfishness and voluntary work on
behalf of others. In Great Britain there

are many opportunities for a man to take
part in municipal and other forms of
unpaid public service. In this Colony
there are a few who give freely of their
time for the benefit of the community
and it is hoped that the spirit of service
for others will become more common.
There are many men of a retiring dis-
position who dislike the idea of appear-
ing in the limelight. It requires a cer-
tain amount of self-confidence and, per-
haps, a fairly "thick skin" is an asset
for, of course, it is the privilege of the
lookers on to criticise. The quiet, re-
served man can, however, do useful work
in connection with such an institution as
that formed in Hongkong for and by the
engineers and shipbuilders.

It has often been said that man is a
gregarious animal. In the Far East it is
especially true that men like to fore-
gather in clubs. They feel the need of
relaxation and a "chin wag" even more
than do the people at Home. Many
members of the Engineers' Institute are
marine engineers. They, in common with
all of those who go down to the sea in
ships, like to have some place ashore
where they can meet their friends. Old
acquaintances are renewed, old friend-
ships revived in such a place.

We have sometimes heard a criticism
of this institution that seems fair but the
ground for it will, no doubt, disappear in
time. It is that there are practically no
engineering or scientific papers read.
Discussions on such professional subjects,
although often unintelligible to those
untrained in the profession, are inval-
uable for progress. The great danger that
meets every professional man in the Far
East is that of being out-of-date in his
work. This must be especially the case
with engineers. We can scarcely pick up
a newspaper, in these days, without read-
ing some record of a new invention. We
are dependent upon the engineers for
most of our daily necessities and com-
forts—water, ice, electric light, motor-
cars, steamships and countless other
things which differentiate life in this
century from that of a hundred years
ago. In a sense we are all of us interest-
ed in engineering, even if we are not, and
never will be, engineers. We eagerly
accept the fruits of the efforts of sci-
entists, designers and manufacturers, but
like OLIVER TWIST, we ask for more.
We want to know something about the
mechanical appliances we use, so that
we may at least know how to use them
intelligently. Every motorist longs to
understand, thoroughly, how the wheels
go round.

Therefore we wish the Institution of
Engineers and Shipbuilders of Hongkong
prosperity and useful service for its mem-
bers. The whole of the community will
benefit if it can help local progress in
engineering matters. Originally formed
by marine engineers and those connected
with shipbuilding it should welcome all
engineers to its membership. In the
future, as in the past we shall be happy
to publish news of its activities and so
satisfy the public demand, and possibly,
bring forward still more members. In
the meantime we heartily congratulate
the President, the Past Presidents and
all those who have served on the Com-
mittees of the Institution. They have
reason to be proud of the results of their
work.

H.R.H. Prince George was aboard
H.M.S. Bee when she left Shanghai on
the 8th inst., for a visit to Yangtze
ports.

A Chinese woman, of Possession
Street, had money and jewellery, valued
at \$334 stolen from her cubicle on Wed-
nesday.

R. Prestley, an engine-room artificer
of H.M.S. Yamar, has reported to the
police the loss of a silver watch, valued
at \$50, which had been stolen from his
room.

A Chinese, who pleaded guilty at the
Central Magistracy yesterday, to having
snatched a hand-bag from a Chinese
lady school-teacher at the Western Market
the previous day, was sentenced to six
months' hard labour and 12 strokes with
the birch.

A Chinese woman was admitted to the
Kowloon Hospital on Wednesday, suffer-
ing from a dog-bite. The dog was owned
by Miss Remedios, of 4, Peace Avenue,
Hornumtin.

Commander A. Poland, D.S.O., has
been appointed to H.M.S. Ambrose,
addl. (June 15th) and in command, for
duty class 1 in Submarines (on arrival
on station).

Their Majesties the King and Queen
of Siam, observes the Straits Echo, have
set a splendid example to their subjects
by receiving protective inoculations of
anticholera vaccine.

According to the Medical Officer of
Health's reports there was one case
(Chinese) of enteric fever for the twenty-
four hours ended June 15th, and another
case of enteric and one case of diphtheria
(both Chinese) on the following day.

The forthcoming wedding is announced
of Captain William Dealey Ward-Smith,
incorporated accountant, 633, Avenue
Foch, Shanghai, and Miss Cora Hen-
rietta Jaques, who is on her way to the
Colony by the s.s. Karagula from Durban,
South Africa.

Before Major C. Willson, at the
Central Magistracy yesterday, a Chinese
pleaded guilty to charges of riding
a motor-cycle combination without a
licence, and with having a number plate
which was not in accordance with regula-
tions. He was fined \$15.

The prizes won during 1925 at St.
Stephen's College will be presented to
the pupils by Sir Shou Sen Chow after
morning school tomorrow (Saturday).
Owing to the fact that the prize-giving
had to be arranged at short notice the
gathering will be an informal one.

An interesting and instructive talk
on photography was given by Mr. E.
R. Dovey, A.R.C.S., F.I.C., F.C.S., to
members of the Camera Club of the
European Y.M.C.A., Kowloon, last even-
ing. There was also an exhibition of some
very fine prints, which served as an
illustration to Mr. Dovey's address.

Three Chinese charged with having
committed an armed robbery on a boat
in the harbour, on the 3rd inst., were
further remanded at the Kowloon Magis-
tracy yesterday. They are alleged to
have "nailed the boatwoman and her
companions in the hole," and stolen
money and jewellery to the value of \$94.

At attempt of armed robbery was made
by two men and one woman at a house in
Shanghai Street, Mongkok, yesterday
morning, according to a report made to
the police by a cloth dealer, of 42, Peel
Street, who was their intended victim.
Details are lacking, but it appears that
the robbers took flight at the alarm being
raised and left the premises in Shanghai
Street, without stealing anything, mak-
ing off in the direction of Yaumati.

A seizure of 410 taels of prepared
opium was made by police officers on the
s.s. Kinsan at the Wing Lok Street
Wharf on Wednesday evening following
her return from Macao. The drug, which
was packed in small tins, was discovered
concealed in a large sack in the stoke-
hold. Detective Sergeant Tylor and
Lance-Sergeant Meadows, who made the
seizure, arrested five firemen who have
been charged with having the opium in
their personal custody and will appear
before the Magistrate this morning.

Mr. and Mrs. Simon Tse Yan held a
reception and tea-party at their
residence, No. 13, Macdonnell Road, on
Wednesday in honour of the newly-
consecrated Roman Catholic prelate of
Hongkong, "Bishop Valtorta." Amongst
those present were the Apostolic Delegate
to China, Monsigneur Constantini,
Bishop Nunes of Macao, Consul and
Madame Albuquerque, Mr. G. P. de
Maris, Mr. C. A. da Rosa, Mr. J. M.
Alves, Mr. F. P. Soares, and a number
of the local Catholic clergy and
missionaries.

From accounts received in Hongkong,
it appears that Miss Doris Woods, the
well-known local dancing teacher, has
met with unqualified success in her
appearances with "The Quintets," the
party which Miss Woods joined when
they returned from their tour of the
North recently to tour the F.M.S. and
India. She has appeared with Mr.
Sallisbury's Company in "No, No,
Nanette," and the "Sport of Kings," in
both of which performances she has been
very successful. The bookings at Kuala
Lumpur were a record, and after Penang
the Company proceed to Rangoon and
thence to Calcutta, where they open on
July 9th.

CORRESPONDENCE.

STOPPING PLACES FOR
KOWLOON BUSES.[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Sir,—As the list of stopping places for
the Kowloon buses stands at present,
provision is made for only two stopping
places between Salisbury Road and the
Kowloon British School; one at Peking
Road and the other at Haiphong Road.
It is understood, besides, that the buses
will not stop to allow passengers either
to board or alight from them except at
the fixed stopping places.

I feel sure that if the proposed new
regulations are put into effect in their
present form they will only encourage
passengers to jump on and off the buses
as they approach those places where, at
the present time, they can call upon the
buses to stop, so as to board or alight
without risk to life or limb. As we all
know, this practice of jumping on and
off trams or buses, while in motion often
results in serious accidents, and should
therefore be discouraged as much as
possible.

For this reason, and also for the con-
venience of the travelling public in
general as well as for the benefit of the
Bus Companies themselves, I would urge
those responsible for the framing of the
new regulations to modify them by per-
mitting the buses to stop, if required, at
all the other roads branching off from
the principal bus routes.—Yours faith-
fully,

KOWLOON RESIDENT.

Hongkong, 17th June, 1926.

OBITUARY.

MR. A. A. BOLTON.

News was received in the Colony
yesterday of the death of Mr. Andrew
Adams Bolton, who, for twenty years,
was foreman engineer at the Hongkong
and Whampoa Dock Company. Mr.
Bolton passed away at sea—(on the
Atlantic)—on the 16th inst., while on a
voyage home by the R.M.S. Montclair.
The late Mr. Bolton, who was accom-
panied by his wife, left Hongkong for
Home leave a few weeks ago by one of
the Empress boats. He had not been in
the best of health, prior to his going on
leave.

Mr. Bolton was a native of the North
of England, and arrived in the Colony to
take up the position of foreman engineer
with the Dock Company in 1907. He
was also the Company's salvage engineer.

Deceased was well-known in local ship-
ping circles and enjoyed considerable
popularity. His many friends and
acquaintances will hear with regret of
his unexpected death.

He was a member of the Scottish Com-
pany of the H.K.V.D.C., and of several
Clubs of the Colony.

Deep sympathy will be felt for Mrs.
Bolton and her son and daughter in their
bereavement. The son is an officer on the
s.s. Mau Sang, and the daughter is mar-
ried, and resides at Home.

FALL FROM NEW FIRE STATION.

THREE WORKMEN DROP 80 FEET.

ONE VICTIM SUCCUMBS.

A serious accident occurred in Des
Vaux Road Central, yesterday after-
noon, resulting in the death of one
Chinese and serious injury to two others.

It appears that three Shantung work-
men employed in connection with the
construction of the new Fire Station,
opposite the Central Market, were work-
ing on a narrow ledge of scaffolding on
the 8th floor about five o'clock, when in
some way their footing slipped and they
fell to the ground, a drop of from 80 to
90 feet.

The men who received serious injuries to
their heads and bodies were immediately
removed to the Government Civil Hospital
by ambulance, where medical aid was at
once forthcoming. One of the men died
about 6.30, and when an inquiry was
made last evening it was ascertained that
the other two men were in a very critical
condition.

WEATHER REPORT.

Last night's weather report, forecast
and remarks by the Royal Observatory
said:—

A depression covers Tongking and a
trough of low pressure extends from
there to N. Luzon.

Local forecast: East winds, fresh to
moderate, overcast, some rain.

OFFICER'S CRUELTY.

HOMICIDE CHARGE FOLLOWS
STOWAWAY'S DEATH.

LOCKED UP NEAR SHIP'S BOILER.

[REUTER'S AMERICAN SERVICE.]

SANTIAGO (Cuba), June 17th.
Mr. Fritz Gerler, first officer of the Honduran steamer *Olancho*, in which an English stowaway, William Jones, was found dead, is charged with homicide.

Members of the crew testified that Gerler locked up Jones and three Hondurans, who boarded the vessel, in the storeroom near the ship's boiler. Jones protested, but the others went quietly.

Cuban Customs officers several hours later forced Gerler to open the compartment, and Jones was found dead from asphyxiation, while the three Hondurans were very weak.

[BRITISH WIRELESS SERVICE.]

COAL PROBLEM.

EIGHT-HOUR DAY BILL TO BE
INTRODUCED.

EARLY LEGISLATION PROPOSED.

RUGBY, June 18th.

The Government will introduce next week its Bill permitting an eight-hour day in the coal mines. The passage of the Bill into law will be hastened as much as possible. It is understood that it will be a short measure, probably consisting of only one Clause and that it may be operative for a period of three years. Labour members are declaring to-day that they will fight the Bill word by word.

The view held in Government circles is that with the publication of rates of wages which the coal-owners have declared themselves prepared to give on the basis of an eight-hour day, the miners will be disposed to accept the eight-hour day.

OWNERS' ASSURANCE.

As the Premier stated last night the coal-owners have given positive assurances that on the basis of an eight-hour day, over approximately half the country the men will be offered a continuance of the existing wage for July, August and September. Over more than half of the rest of the country the reduction of wages asked, if asked at all, will be something materially less than ten per cent. of those already demanded. These wages will be guaranteed for three months during which time, the Government will press forward with its legislative programme to give effect to the recommendations of the Commission. After three months, the wages will be based on the ascertained profits of the industry and it may be reasonably hoped that over a substantial portion of the coalfields the amount will be maintained and even increased.

It is contended that in view of those "guarantees," the issue of a reduction of wages should lose most of its weight, and it is argued that this issue, after all, has been more important in the minds of the miners than that of longer hours. The development of the position is awaited with much interest.

MINEOWNERS' SCHEME.

PITS TO BE DIVIDED INTO THREE CATEGORIES.

LONDON, June 17th.

It is understood that the mineowners are preparing a scheme for re-opening the pits on an eight-hour basis, the coalfields to be divided into three categories; firstly, pits where wages will not be reduced; secondly, pits where there will be a reduction of under ten per cent.; and thirdly, pits where the reduction, if possible, will not exceed ten per cent.

The last named will probably include the three export districts of Durham, Northumberland and South Wales. Most pits, if possible, will be included in the first category.

LORD OXFORD.

WELL ON HIS WAY TO RECOVERY.

RUGBY, June 18th.

It is stated to-day that the Earl of Oxford and Asquith had a fairly good night and that he is now well on his way to recovery. The doctor is satisfied with his progress, but has prescribed a good rest.

IMPERIAL DEFENCE.

CHIEF-OF-STAFF TO CO-OPERATE
AND ADVISE.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 18th.

In the House of Lords, Lord Thomson, who was Secretary for Air in the late Labour Government, asked the Government whether they had under consideration the setting up of a Ministry of Defence. He advocated a reconstituted Committee of Imperial Defence with greater executive power in regard to policy.

The Earl of Balfour, replying, said that the essential element in the organisation of the present Committee of Imperial Defence was that, while it had every power to examine and initiate and advise, it had no power to order or to command. The policy of the Government regarding co-ordination was that all three Chiefs-of-Staff should meet together and form a Committee on their own, in which each would have responsibility, individually and collectively, for the advice which they proposed to give to the Cabinet. The existing heads of the three staffs were already accustomed so to work together sympathetically and with the anxiety to put their technical knowledge into the common stock. So important did the Government believe this to be that it was proposed that there should be a Special Warrant issued by the Prime Minister in which duties of the three Chiefs-of-Staff should be enumerated and emphasised. It would specially state that they were singly and collectively responsible for the policy which they would recommend. They would take office with the full knowledge that one of their duties was individually and collectively to work to a common end.

[THROUGH REUTER'S AGENCY.]

CONFIDENCE IN ASQUITH.

NATIONAL LIBERAL FEDERATION'S
UNANIMOUS RESOLUTION.

LONDON, June 17th.

A resolution of confidence in Lord Oxford was unanimously adopted at the annual meeting of the National Liberal Federation at Weston Super-Mare, where the supporters of Lord Oxford and Mr. Lloyd George mingled on the platform.

INDIAN DISTURBANCES.

SPORADIC RIOTING NEAR
RAWALPINDI.

SIMLA, June 17th.

A message from Rawalpindi states that while the town is quiet, two villages ten miles distant, were attacked by rowdies, and a large band of Pathans from Hazaradint, in the Frontier Province, raided Saidpur village. Two were killed and six injured.

Rowdies also attacked the Rakhmund Hindu pilgrim centre, where 20 houses and Sikh shrines were burned down. Three were killed, including the leading banker. Police and military have been sent from Rawalpindi.

PORK FROM CHINA.

LABOUR M.P.'S QUESTION IN THE
COMMONS.

LONDON, June 18th.

In the House of Commons, Mr. William Thorne (Labour) asked if the Minister of Agriculture was aware that immediately the importation of Dutch pork was prohibited on account of alleged infection by foot and mouth disease, certain shops in Smithfield began to display pigs imported from China? He asked why there was differentiation between Dutch and Chinese pork?

Lt.-Col. Guinness replied that Chinese pork had been imported into Britain for many years, and the Ministry had no evidence that Chinese pork was capable of disseminating foot and mouth disease.

WIMBLEDON.

FIRST ROUND DRAW OSLASHINGS.

LONDON, June 18th.

The draw for the first round of the Open Singles in the Wimbledon "Jubilee" Championships causes a clash between two of the most prominent Britishers in G. R. O. Crole-Rees and O. G. N. Turnbull. L. A. Godfree will meet Jean Borotra, Howard Kinsey (America) will be opposed to C. Dixon. Kinsey will then meet J. B. Gilbert in the second round. Vincent Richards is drawn against a comparatively unknown Jenken in the first round and then he meets Henri Cochet.

The ladies singles draw brings Middle Oxford and Asquith had a fairly good night and that he is now well on his way to recovery. The doctor is satisfied with his progress, but has prescribed a good rest.

TRAIN DISASTER.

CINCINNATI LIMITED CRASHES
INTO EXPRESS.EIGHTEEN KILLED AND MANY
INJURED.

[REUTER'S AMERICAN SERVICE.]

PITTSBURGH, June 17th.

Eighteen were killed and many injured in a railway collision near Blarisville, where the Cincinnati Limited train crashed into the rear of the Washington Express, telescoping three Pullman cars.

[THROUGH REUTER'S AGENCY.]

THE FRENCH CRISIS.

M. BRIAND TO FORM YET
ANOTHER CABINET.

PARIS, June 18th.

M. Briand has agreed to form a Cabinet.

PRESIDENT'S VISIT POSTPONED.

LATER.

The visit of President Doumergue to England next week has been postponed by agreement between the French and British Governments. King George hopes to renew the invitation at a more favourable moment.

M. BRIAND'S APPEAL.

LATER.

M. Briand has set himself the task of forming a Cabinet "on a broad basis." He has issued a statement appealing to the political groups to sink their differences and make an effort of abnegation and self-sacrifice to unite in the best interests of the country and consecrate themselves to financial reconstruction, which, if not easy, is at least possible.

A BOLD PROJECT.

PARIS, June 18th.

Adversity will make strange bed-fellows in the French Cabinet if M. Briand succeeds in the bold project outlined in a semi-official announcement, indicating that M. Briand will first approach M. Herriot, the leader of the most important group in the Chamber and thereafter seek to enlist the services of diverse personalities like M. Poincare, leader of the Union Republicaine, and M. Leon Blum, Socialist, in addition to the heads of all the intermediate groups.

BIG IMPROVEMENT IN FRANCE.

LONDON, June 17th.

There was a considerable improvement in the French franc in London this morning, being quoted at 167, presumably a result of the partial solution of the political crisis.

RADICAL AND SOCIALIST VIEWS.

LATER.

M. Briand's project mentioned earlier seems to be destined to failure in view of the fact that a congress of the Radical and Socialist parties has passed a resolution opposing the formation of a Cabinet of the National Union. While declaring willingness to support any Republican Government, they are determined to restore the financial position, and the newspapers anticipate that as a result of this decision, M. Herriot will refuse to participate in the new Government.

EXAMINATION OF SEAMEN.

FOREIGN SECRETARY AND
AMERICAN PRACTICE.

LONDON, June 18th.

Replying to a number of questions in the House of Commons, Sir Austen Chamberlain said the examination of seamen at New York was held under the United States' Immigration regulations of 1925 and he did not consider that any useful purpose would be served by making representations, although the cases mentioned were rather an exception to the usual practice. He declared that the Labourite suggestion of retaliatory measures was hardly conducive to Anglo-American friendly relations.

SHELLING OF "EASTWOOD."

U.S. GOVERNMENT DENY ATTACK
BY GUNBOAT.

LONDON, June 18th.

In the House of Commons, asked whether compensation had been obtained for the shelling of the schooner *Eastwood* by an American gunboat, Sir Austen Chamberlain replied that the United States Government had stated that the *Eastwood* was a notorious run-runner. But it had not been shelled by the gunboat *Seneca* and, if attacked, it must have been by a rival liquor craft. Further enquiries were being made.

SATURATED WICKET.

NO PLAY IN YORKSHIRE
AUSTRALIAN MATCH.

LONDON, June 18th.

At Sheffield, where the Australians were to play Yorkshire, the recent rains had left the pitch saturated. Inspectors were made at two o'clock and four o'clock, after which it was decided to abandon play for the day.

TACNA-ARICA.

CHILE TO RESUME MILITARY
OCCUPATION.

CHILEAN DEMANDS.

[REUTER'S AMERICAN SERVICE.]

ARICA (Chile), June 17th.

Following the breakdown of plans for holding a plebiscite, Chile intends to resume military occupation of the disputed territory. All forces withdrawn by order of the Plebiscitary Commission are to be returned forthwith.

The Chileans consider their sovereignty of Tacna-Arica absolute, until the plebiscite is held.

The Commission having declared the proceedings ended, all the Americans, except General Lassiter, are expected to depart by June 20th.

The Chilean paper *Pacifico* demands if the Plebiscite is not held, the return to Chile of Tarata in the province of Tacna, which was transferred to Peru last September.

[A previous cable from Washington stated:—State Department officials are inclined to the view that the Plebiscitary Commission are authorised to declare the impossibility of holding a plebiscite on the Tacna-Arica dispute, which authority can be exercised any time before, during or after the balloting. This conviction seems to forecast the rejection by the arbitrator, President Coolidge, of any appeal from Chile from the decision that the plebiscite is impossible.]

HOLLAND AND MEXICO.

DUTCH SUBJECTS AND OIL AND
LAND LAWS.

MEXICO CITY, June 17th.

The Dutch Minister has sent a Note to the Mexican Foreign Office, it is reported, reserving to Dutch subjects full liberty of action in regard to petroleum and land laws.

It is unofficially stated that there is every reason to believe that Holland refused to accept certain provisions and laws.

PURCHASE OF SILVER.

SENATE APPROVE THE PITTMAN
BILL.

WASHINGTON, June 18th.

The Senate has finally approved of the Pittman Bill authorising the Treasury to purchase 14,500,000 ounces of silver at \$1 per ounce for coining.

AVIATOR MISSING.

ARGENTINE CONCERNED ABOUT
BERNARDO DUGGAN.

BUENOS AIRES, June 18th.

The Argentine Government has asked the neighbouring States to search for the aviator Bernardo Duggan, who was trying to fly from New York to Buenos Aires, as he was last seen flying over Cayenne at 9.30 on the morning of June 18th and nothing has been heard of him since.

[Cayenne is the capital of French Guiana.]

BLIND EVANGELIST.

ELATED AT HIS RELEASE FROM
ELLIS ISLAND.

NEW YORK, June 18th.

The blind Scottish revivalist, Mr. Neil McIntyre, has now departed from Ellis Island, where he had been detained because no-one would guarantee that he would not become a charge on the public funds. He has left rejoicing to fulfil his revivalist campaigns in the southern States following his release for six months under a \$500 bond guaranteed by his cousin living in Chicago.

OIL POLLUTION.

RECOMMENDATIONS OF THE IN-
TERNATIONAL CONFERENCE.

WASHINGTON, June 18th.

The International Oil Pollution Conference has passed a resolution recommending the establishment of a limit of from 50 to 150 miles from the coasts of maritime nations within which the discharge of oil or mixtures constituting a nuisance should be prohibited. Each Government should require ships flying its flag to refrain from discharging oil near the shores of other countries.

[THROUGH REUTER'S AGENCY.]

THE FRENCH FLIGHT.

CAPT. PELLETIER D'OISY ARRIVES
AT CHITA.

MOSCOW, June 18th.

Daisy has arrived at Chita. A message from Paris declares that in the event of any impeding of the flight to Japan, D'Oisy will not proceed beyond Peking.

SANITARY INSPECTOR
SUMMONED.PROSECUTION A RETALIATION FOR
FAILURE TO BLACKMAIL?BROKEN GLASS THROWN AT FOKI
ALLEGED.

DELIBERATE ACT OR ACCIDENT?

That the case had been brought as a means of retaliation against him because he had ordered certain sanitary requirements to be carried out at a godown, and because the godown people had failed to blackmail him, was the statement made by Mr. O. Strange, an Inspector of the Sanitary Department, when he again appeared before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon in further answer to the summons for assault on a foki in the employ of the Yee Yuen Firm, coconut dealers, of No. 23, Lower Lascar Road.

The foki alleges that Mr. Strange threw a basket of broken glass at him, inflicting a number of cuts on his legs and arms, while the glass was being cleared out of the godown premises on May 27th by order of the defendant.

The case for the prosecution was conducted by Mr. J. A. O'Donoghue.

The story of the complainant, corroborated by the Manager of the Yee Yuen firm, the manager of an adjoining godown and a foki employed by the Yee Yuen firm, was that Mr. Strange visited the godown and instructed that a box of rubbish and broken bottles be taken out. Two foki's, one of whom was complainant proceeded to lift the box out. Finding it too heavy complainant began transferring the broken glass into a basket. The Inspector resented this and took the basket and emptied the contents over the complainant who received a number of cuts through this. There was no provocation for the action of the Inspector, said one witness.

In answer to defendant, a foki who had given evidence, said that he did not see defendant go into a godown to wash complainant's cuts.

The Manager of the Yee Yuen firm, admitted in cross-examination by defendant that he had been verbally ordered to have the godown limewashed and rat-holes stopped, but said he did not receive a formal notice to do this until June 1st.

THE FINANCIER.

Defendant: Who is financing this prosecution.
The Manager: The foki (complainant) is paying for it.

Mr. Lindsell: Don't lie to me. No foki would have the money to pay a solicitor.

The Manager replied that the foki was paying for the prosecution himself.

Mr. Lindsell: You mean you won't have to pay anything?

The Manager: I have only advanced some money. I am not paying the costs.

FAILURE TO BLACKMAIL.

The Defendant: This action has been taken in retaliation of my ordering certain sanitary requirements to be carried out at the time of the incident. I submit that the summons has been taken out against me simply because they failed to blackmail me. It is nothing but an attempt to blackmail me.

NO ONE READS BY-LAWS.

At a later stage in the proceedings, defendant asked the manager of an adjoining godown whether he limewashed his place yearly, this man having admitted he had been instructed by defendant at the time of the alleged incident to do this. The witness replied that he did not, and that it was some years since he had limewashed the godown.

Mr. Lindsell: No one reads the by-laws. They would not limewash unless they had a notice to do so.

Defendant: Yes, they do your Worship, about 15 per cent. carry out limewashing every year without being told to.

Mr. Lindsell: What, about 15 per cent. do it without receiving notices?

Defendant: Yes.
Defendant added that this was generally in the case of ordinary domestic dwellings.

His Worship: But this is not an ordinary domestic dwelling.
Complainant recalled, was cross-examined by defendant. Complainant showed the scars of cuts on his legs and arms, which he stated he received from the broken glass bottles referred to.

WHO PAYS?

In answer to a further question he said he was paying the expenses of the prosecution and was receiving assistance from no one.

Defendant: With your own money?

Complainant: Yes.

Defendant: What amount is involved?

(Continued on next Column.)

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE WRECKED "CITY" VESSEL.
ALL THE CREW RESCUED BY
JAPANESE DESTROYER.

TOKYO, June 17th.

The Navy Office has received a wireless message from the cruiser *Kasuga* reporting that the whole of the crew of the a.s. *City of Naples*, numbering 73, were rescued this morning after prolonged and hazardous exertions.

The rescued men are now proceeding to Yokohama.

CREW REACH YOKOHAMA.

LATER.

The cruiser *Kasuga* arrived at Yokohama this afternoon with the crew of the *City of Naples*, who were met by the British Consul and representatives of the Seamen's Club, who are taking charge of them.

A statement will be issued to-morrow, but in the meantime the *Kasuga's* captain states he considered that the *City of Naples* is irreparably damaged.

DR. WELLINGTON KOO.

TAKES OVER FINANCE
MINISTER'S PORTFOLIO.

PEKING, June 18th.

Dr. Wellington Koo assumed office as Finance Minister this afternoon. This is taken in some well-informed quarters as indicating that he is destined eventually to become Premier, possibly with Wang Keh Min as Minister of Finance.

[Dr. Wellington Koo, who was until recently Chinese Minister to Great Britain, was educated at the Columbia University, where he received the degree of Doctor of Philosophy. He was formerly English Secretary to President Yuan Shih Kai and was in 1915 Minister to Washington. He attended the Peace Conference after the Great War and as China's plenipotentiary and also the Washington Conference. For a time in 1922 he was Minister of Foreign Affairs in the Peking Cabinet.]

Mr. O'Donoghue objected to this question and said the next thing defendant would want to know was what his (Mr. O'Donoghue's) fees were.

Mr. Lindsell disallowed the question, but said that defendant's suggestion in the case was that the master of the foki was behind the prosecution as he had a grudge against defendant.

After further evidence, the case for the prosecution closed, Mr. O'Donoghue submitting that he had proved an assault.
Mr. Lindsell held that a *prima facie* case had been proved.

DEFENDANT'S STORY.

Defendant, giving evidence said he had been in the Sanitary Department for 24 years, and was a second-class Inspector. On the date in question he was carrying out an inspection of basements of certain godowns in Lower Lascar Road. At No. 23, in the yard behind the godown door he saw a box containing rubbish and broken glass. He ordered the removal of this and also instructed the manager to have the godown limewashed. One of the foki's began to shift the glass from the box into a basket, and he told them to hurry up on more than one occasion. When the box was eventually brought to the fore the transference of the glass into the basket was still going on. Two coolies were holding the box and one holding the basket with one hand and putting in the glass with another. He told them that the two coolies with the box could quite easily take the lot away. The man with the basket of glass attempted to pass between him and the box and he (defendant) directed the basket toward the box. The foki let go his hold of it and defendant, not having sufficient grip of it, also let go. The basket dropped on the box and simultaneously the coolies holding the box let it go. The result was that the glass bounced up and inflicted cuts on the complainant, who had been holding the basket. While this had been going on the Sanitary Department interpreter, foreman and two S.D. coolies were present. Witness took the foki into a godown to wash his cuts.

Dr. Paterson, Government Civil Hospital, was called as a witness by the Court, and said that a man was admitted to the Government Civil Hospital and treated for cuts on his arms and legs, some of which were stitched. The man was not detained, as his wounds were not serious.

Questioned by the defendant, the doctor said the cuts might be caused by a basket of glass being thrown against a man's body.

Asked whether a basket falling and the glass bouncing up would cause the injuries, the doctor said he could understand the leg cuts being caused in this way, but did not think there would be sufficient bounce of the glass to inflict the cuts on the arms and upper part of the body.

At this stage, in reply to His Worship, defendant said he had five witnesses, four of whom saw the entire incident, to call.

His Worship accordingly adjourned the case until next Monday morning at 11.30.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "AFRIKA"
will be loading for GENOA, MARSEILLES, ROTTERDAM,
AMSTERDAM, HAMBURG, COPENHAGEN, and other
SCANDINAVIAN PORTS.
On or about 29th June, 1926

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Malaya" ...	12th June	20th July
M/S. "Pern" ...	12th July	
M/S. "Danmark" ...	2nd August	

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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD
For Nervous Breakdown & Chronic Weakness
VETARZO REGULATORS. Safe and Reliable

English Price 3s. (either remedy). THE VETARZO REMEDIES CO., Gospel Oak, N.W.8, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CHAIN CHEMISTS.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 17th.

	Previous Day at 2 p.m.	On Date at 2 p.m.	On Date at 2 p.m.
Barometer ...	29.67	29.69	29.67
Temperature ...	74	73	78
Humidity ...	87	91	82
Wind Direction ...	E	E	E
Force ...	5	4	5
Weather ...	OR	OD	OD
Rain ...	0.16	0.00	0.37

Highest open-air Temperature on 16th ... 75
Lowest open-air Temperature on 17th ... 72

HONGKONG TIDE TABLE.

From June 14th to 24th, 1926.

Days of Week	Days of Month	High WATER		Low WATER	
		H. m.	ft. in.	H. m.	ft. in.
Fri.	18	10 40	5 2	10 12	1 8
Satur.	19	11 50	4 4	10 12	1 1
Sun.	20	13 14	4 7	10 55	2 0
Mon.	21	14 47	4 8	11 41	3 6
Tue.	22	16 09	5 2	0 44	3 0
Wed.	23	17 27	5 7	0 10	2 3
Thur.	24	18 51	6 3	1 32	2 3
		19 51	6 3	0 44	2 4
		20 51	6 3	2 15	1 5
		21 51	6 9	1 17	2 5
		22 51	6 9	2 57	0 7

THE NEW PAINKILLER, RUBBER! THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

See 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weakness. SOLD BY LEADING CHAIN CHEMISTS, PHARMACISTS, MEDICAL STORES, etc. HONGKONG, KOWLOON, SHANGHAI, PEKING, TIENTSIN, HANKOW, HARBIN, MANCHURIAN PORTS, etc. NEW YORK, SAN FRANCISCO, etc.

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THE END IN SIGHT.

(Continued from page 5.)

Our extended premises comprise the Fiction Library, Office and Committee Room, together with a large and airy reading room, a lounge where members may entertain their wives and/or lady friends, also a card room. These rooms may not be apparent to you to-night, I should, therefore, explain that portable partitions have been provided in order that the whole of this space may be opened up as at present, for special occasions such as the reading of technical papers, concerts, or other entertainments.

I feel sure that your Excellency will agree that, in acquiring these premises, even in the face of the present depression of trade in the Colony, we have acted prudently, and would assure you that the step has not been taken without a very great amount of careful consideration. With our experience of the past, we as a body, have faith in our future and this is our declaration of it. (Applause.)

I will now ask your Excellency to declare the premises open.

LAUDABLE OPTIMISM.

His Excellency, in reply, said that it gave him great pleasure to find himself once again in the company of the Engineers and Shipbuilders of Hongkong. He considered it a very auspicious occasion, in the history of the Institution extending over thirty-five years.

The Colony, he continued, had passed through a long period of trade depression, and it was a fine act of faith and a laudable spirit of optimism, that after twelve months of boycott, the Institution should extend its premises. (Applause.) Such faith deserved a reward, and he was glad to say that the end of their present troubles seemed almost within reach at last. (Loud applause.)

ARTIFICIAL AND SUPERFICIAL DIFFERENCES.

Last week the Government in Canton had written to him requesting the appointment of three members of the Hongkong Government to negotiate a settlement of the boycott. This week with the approval of His Majesty's Government he had appointed Mr. Hallifax, Mr. Kemp, and Mr. Brennan to negotiate with the representatives of the Canton Government.

He hoped that the deliberations would bring about a satisfactory ending to the artificial and superficial differences between Hongkong and the province of Kwangtung. (Applause.)

If a settlement were reached, he felt sure that the trade of the Colony would speedily return, and even surpass its previous level. Moreover, the optimism of the Institution of Engineers and Shipbuilders of Hongkong would be amply justified. (Applause.)

A COMMITTEE'S WORK.

Mr. B. L. Frost then addressed the gathering. He said: I have been asked by the President to give you some idea of the work which devolves on the committee of management, and the importance of this work should be carried out in a thorough manner, as the successful working of the Institution is affected thereby. I would in the first place remind you that the whole of the management of the Institution is done by honorary officials. This is an affair of some importance, especially when members receive formal notices that they are behind in payments, or in the return of books to the library. The committee make no discrimination in the issuing of notices to members in default, as the highest official is served the same as the most junior member. For many years the Institution employed paid managers, but it was not a success. In the first place we were not in a position to pay a sufficiently high salary to keep a good man when we got one, and that was not often, besides which the salary was not sufficient to keep several of those which we employed, honest, the Institute losing large sums by their defections.

THE BEGINNING OF SUCCESS.

Soon after I joined the committee in 1911, I saw that this mode of working could not succeed, and suggested to the committee that we should give up paid managers and endeavour to get an Hon. Secretary in place of them, until we could afford to pay a decent salary, and appoint the No. 1 boy in charge to be under the orders of the committee. After a lot of opposition by the more conservative members I got them to make a trial. Our old and esteemed friend, Mr. S. Baker, undertook the duties of Hon. Secretary. This was the starting point of our success. Mr. Baker carried out the duties of Hon. Secretary for a number of years during which time the membership grew apace. Members were satisfied with the management, and now you see the result of that policy in the extension of the premises which His Excellency has been good enough to honour us by opening this afternoon. One of the secrets of the success of the Institution has been that members of the Management Committee regularly attended committee meetings. There is never any doubt as to whether we will get a quorum, and I think I am right in saying that for years we have had 80 to 100 per cent. attendance at meetings. This you must see, entails the expenditure of a lot of time by members of committee, and I trust that with the extra burden which will now have to be carried, due to the extension of the premises, it will be remembered by members and that they will

give their loyal support to the committee so as to lighten that burden as much as possible.

TRIBUTE TO MR. HUNTER.

I am pleased to endorse every word our President has said with regard to Mr. Hunter. It has been my privilege to work with Mr. Hunter for the last 14 or 15 years, during the greater part of which time he carried out the duties of Hon. Treasurer, and I can assure you that the sound financial position in which we now find ourselves is largely due to the strenuous work put in by Mr. Hunter. As I am about to leave the Colony on furlough and may possibly not return, I shall have to resign my position on the committee, I therefore appeal to the new members who joined the committee at the annual meeting, to carry out the old traditions of the committee and attend every meeting possible, thus keeping in touch with the requirements of the Institution. With these remarks Your Excellency and gentlemen, I have much pleasure in proposing a hearty vote of thanks to the Management Committee for their arduous duties in connection with the working of the Institution and the extension of the premises. I also wish the Institution every success in the future. (Applause.)

TOO GOOD A CHANCE TO MISS.

Mr. L. J. Blackburn, on behalf of the managing committee, thanked Mr. Frost for his remarks, endorsing those in regard to Mr. Hunter.

Continuing, he said that there were several past presidents who were willing to advise and help the committee in its work. They had undertaken a heavy responsibility in taking over the new premises, particularly at such a time when retrenchment was advisable, but it was too good a chance to miss, and he felt that they had acted wisely in taking it. The Committee looked to the members to give all the assistance they could, and he hoped that new members would join the Institution.

Referring to the complimentary dinner to be given to Mr. B. L. Frost to-morrow night, before his departure for Home on the 20th inst., Mr. Blackburn hoped there would be a large attendance. He further stated that it was encouraging to receive His Excellency as honorary president and the Hon. Mr. Cressy and the Hon. Mr. Southern as honorary vice-presidents.

In conclusion, he said that he hoped the Institution could long continue to exist in upholding such an important port as Hongkong, for the British Empire. (Applause.)

A NEEDED RENAISSANCE.

Mr. W. J. Stokes, thanking the President for the remarks made in regard to himself, said:—I cannot be insensible of the kind references to my endeavours made by our President, nor can I fail to appreciate the kindness which prompted your response. Not only I, but the whole Committee you elected to carry out your wishes, have done, and are doing, all they know to make every branch of our Institute a success and your appreciation is an encouragement to further efforts. We cannot command success, but we will endeavour to deserve it. There is one feature of our activities which I regret to admit, has fallen off since the commencement of the war. I refer to the instructive and useful papers on scientific subjects which formerly engaged our attention and provided ground for some most interesting discussions. As our President has told you, we are exploring every avenue which will lead to a renaissance of this feature. Every one of us has, or ought to have, one pet special subject in which he excels, and with the advance in internal combustion, aviation, submarine engineering and wireless communication in the last ten years, there is a wide field for selection. We, therefore, confidently hope for a really all round interesting winter session. (Applause.)

AN APPEAL.

I would specially appeal to our younger members to give us older ones the benefit of their more modern experience, their difficulties and, I hope, their triumphs over them. We may not be able to help them greatly, but we shall certainly be most interested listeners.

With that little digression, I venture to re-iterate an axiom enunciated by a man called Euclid some years before I became a member of the Institute, 23 years ago. (Laughter.) He demanded assent to what he called his "common notion" that the whole is greater than its part, and I submit the following proposition as being equally pertinent.

It takes more than a librarian to make a library and more than a committee to make an Institute, they may make the skeleton, but build they never so well. The body of members is the flesh and blood which makes it live and move. In other words it is team work. That hypothesis being granted, it follows that the more members we have the better shall we live and the faster shall we move.

The career of the Institute has been consistently characterised by a steady expansion, and, we trust, improvement, its progress has been marked by three important steps, each of which has been honoured by the presence of the Governor of the Colony. The first at Bank Buildings, when H.E. Sir Henry Blake inaugurated the new premises, the second in the hall of these premises, when H.E. Sir Frederick Lugard gave us his valuable assistance in the same way, and now, in our latest expansion we are set on our way by H.E. Sir Cecil Clementi. (Applause.)

(Continued on next column.)

BILLIARDS

PALACE HOTEL HANDICAP.

J. F. Riberio (owe 200) one of the youngest players in the tournament, showed up very well against W. Ogley (owe 30) last night and despite his heavy handicap beat his opponent by a margin of 74 points, the score in his favour being 250 to 178 points.

He compiled breaks of: 51, 18, 30, 18, 22, 15, 23, 23 and 20.

W. Ogley made a 15 only.

The tournament will be continued next Monday night.

The following have survived in the first round and will meet in the second round:—

June 21.—F. Hobbs (owe 70) v. G. Moore (owe 200).	22.—G. Blain (scr.) v. W. Fish (owe 150).
23.—F. E. Silva (owe 200) v. J. W. Henderson (scr.).	24.—J. F. Riberio (owe 200) v. T. Clough (owe 120).
25.—Philip Tai (owe 150) v. T. Mitchell (owe 120).	26.—L. A. Osmund (owe 200) v. C. Earnshaw (owe 200).
27.—J. A. Luz (owe 150) v. T. Pile (owe 150).	28.—F. M. de Cruz (owe 200) v. A. McGinley (owe 200).

All matches to begin at 9 p.m.

GOLF.

There are no special competitions down in the fixture card for Fanning this week-end. The only event, according to the list is the Bogey Pool Competition which will commence to-morrow (Saturday) and continue until Monday.

The Shanghai Golf Club have invited the Royal Hongkong Golf Club to play an interport match at Shanghai on Saturday, October 9th, and Monday, October 11th. There is a likelihood that it will again be a triangular interport as the Northern Club have invited the Manila Golf Club to send a team to participate in the event at the same time.

When the last interport golf was played in Hongkong in February of this year, Shanghai won the rubber, beating Hongkong at singles and foursomes by 104 points to 113 points; and beating Manila by 10 points to 9 points. Hongkong beat Manila at singles and foursomes by 8 points to 4 points. Against Hongkong Shanghai have five interports; while Hongkong has won four, and one interport was drawn.

The new green at the second hole will be open to Happy Valley players of the Golf Club this week-end.

On account of inclement weather, the qualifying round of the Kowloon Golf Club summer cup has been extended to Sunday, June 20th.

[THROUGH REUTER'S AGENCY.]

OPEN GOLF CHAMPIONSHIP. BOBBY JONES' BREAKS COURSE RECORD.

LONDON, June 16th.
The feature of the first day's play at Sunningdale in the Qualifying Competition for the British Open Golf Championship, was the breaking of the course record by Bobby Jones, the American amateur. His first round score was sixty-six.

Wm. Melhorn, another of the American Walker Cup representatives, took 70, and had a tantalising experience. His approach work was consistently superb, but he failed with his putting and finally broke a spoon across his knee flinging the pieces at the caddy twenty yards away!

JONES' GREAT RECORD.

At Sunningdale, Bobby Jones did the second round in 68, making the lowest two round aggregate ever returned in a first class Championship.

HOME RACING.

ROYAL HUNT CUP WON BY A NECK.

LONDON, June 16th.
The Royal Hunt Cup run off at Ascot to-day resulted as follows:—
Crosbow (33/1) 1
Embargo (100/7) 2
Inca (100/8) 3
Thirty-one ran and Crosbow won by a neck, half a length separating second and third.

COMRADESHIP.

Every change has been brought about by a sincere desire to make ourselves more useful to an extended circle of members. We want members, but not customers; we want comrades and not clients and we offer them our best. The Institute has always catered for rational recreation, no extremes are ever tolerated, and the outstanding feature of its constitution has been the truly liberal lines on which it is conducted. When a man does himself and us the honour to associate himself with us he is required to be his own best self and assist us in our aim at the mutual benefit and pleasure of all. (Applause.)

ENGINEERS THE PIONEERS.

Mr. R. M. Dyer said that owing to the extreme modesty of his friend, Mr. Findlay Miller, it had developed upon him to speak. He expressed pleasure at His Excellency's visiting the Institution to open the new premises and referred to the shipbuilders and constructive engineers, who had been the pioneers in Hongkong, and to the fact that its development had been largely due to their efforts.

The meeting then concluded, and His Excellency inspected the premises.

SKIRL OF THE BAGPIPES.

QUESTION OF THEIR ORIGIN.

INADEQUATE APPRECIATION.

It is a curious fact that the Scottish bagpipes are on the whole better appreciated in America than they are in that part of Great Britain which lies south of the Tweed, says Colin Maclaren in the *New York Herald Tribune*.

But both countries are inadequate in their appreciation. The Englishman's remark was that having been brought up near a swine shambles he liked to hear the pipes occasionally, because it reminded him of home. And of the American it is recorded that she (for it was a woman), after listening attentively to a number of selections, being asked how she liked it, replied she thought it was lovely; some one then rashly enquired which tune she had liked best. "Tunes!" she said, "but they weren't playing tunes, were they?"

This should not be the state of affairs. There is no reason why the bagpipes should not be recognised just as much as the harp, or the violin, or the saxophone of the ukulele-harjo. They have every right to, for they can trace their descent direct from the syrinx, a cousin of Pan's pipes, and sort of great uncles of all wind instruments.

THE AUSCULUS.

Their historical prototype is generally considered to have been the ausculus, which was introduced into Britain by the Romans, and took root in the Highlands of Scotland, and in Ireland. In France it developed into the cornemuse and it is found in various other countries under different disguises. The instrument called in Daniel iii, 5-15, a "dulciner," is claimed by some to have been a bagpipe.

Authorities are not altogether agreed about the origin of the pipes, however. Pipe Major Angus Fraser, of the Lovat Pipe Band, of New York City, one of the best known pipers in America, says they came from Ireland. The Irish claim, he says, that the Scotch haven't seen the joke yet. The Scotch say that the only joke they have seen was the pipes when they came from Ireland. They sent a cargo of wheel barrows in return payment. These evolutionary theories are, however, not regarded as important.

The stirring martial qualities of pipe music are too well known to require comment. The stories of piper Findlayster at Dargai, who played for the men while sitting on a rock, when both his legs had been shot away, and of Laidlaw, who marched up and down the German line at Vimy Ridge, playing steadily all the time the men were attempting to force a passage through, have become famous, and can be duplicated by a thousand of others from the annals of Scottish martial history.

DEPTH AND FULLNESS.

The three long arms of wood that project from the bagpipe are the drones. The two small ones are tuned to what is roughly middle A on the piano, and the large one is an octave lower. The lowest note on the chanter (the part which is fingered) is middle A, so that even a person having only a rudimentary knowledge of music will understand that the drones lend depth and fullness to the music, striking a perpetual chord which harmonises with the air.

The chanter has only nine notes, and musicians have attempted from time to time to designate it as pitched in the key of almost every sharp and flat in existence. But the truth is that it is in a key of its own, which does not correspond exactly to that of any note on the piano.

The secret of blowing the pipes is not, as many people suppose, based on the possession of enormously powerful lungs; although, to be sure, good healthy lungs are required. But, as in the case of so many other things, it turns out to be chiefly a knack. The knack, to wit, of being able to keep the bag, which is a reservoir of air, continually full and taut. This is done by alternately blowing and pressing with the left elbow. Bagpipe blowing greatly develops the lungs and the statement is sometimes made that it overdevelops them to an injurious degree.

The famous "skirl" of the pipes is produced by the grace notes or "warblers." These are done by flickers or flirts of the fingers and frequently have to be executed with lightning speed. Real proficiency in them requires many years of practice.

ANOTHER BEDTIME STORY.

A thrifty itinerant tinker thrilled at a thought while tinkering thoughtfully on a thin tin tank.

The tinker thought that while tinkers think unthankfully of tinkering, this tender itinerant tinker would think thankful thoughts of tinkering tin tanks, thick or thin tin tanks. The itinerant tinker also thought that ten tinkers might think ten thousand times and tinker ten thousand tin tanks, thick or thin, and not think the thankful thought this tinker thought while tenderly tinkering a thin tin tank.

ABERDEEN AGAIN.

A clergyman married a very old couple—the bride was sixty-eight and the bridegroom seventy. The latter had buried two wives.

After the ceremony the bridegroom said: "Well, minister, I may tell ye she was my first love."

"Yes, sir, I was that," said the woman, "for when I was a lassie o' twenty he used to trot me oot along the road where your mannae now stands."

After a little the bridegroom got more confidential still, and said, "Yes, sir, she was my first love, and it wad hae been better for me if I had married her first. It wad hae saved me twa burials."

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addressed as follows:—

THRILLING STORY OF THE SEA. FIFTEEN DAYS IN AN OPEN BOAT. DESPERATE SEARCH FOR RESCUE SHIP.

"Damnation aft, salvation amidships and starvation forward" is how Mr. Alfred Laird, second officer of the steamer *Canadian Importer* described with grim humour a dramatic incident during a marine adventure that rivals the salt-tanged tales of Marryatt.

Mr. Laird, a native of Aberdeen, is now staying in Calcutta and gave a *Statesman* representative a thrilling account of how he spent 15 days and 16 nights adrift in the Pacific Ocean in an open boat.

The *Canadian Importer*, while at sea, sprang a mysterious leak in mid-ocean and the crew during the night had the nerve-racking experience of peering constantly into the darkness hoping for assistance and wondering whether it would come in time. Eventually the life boat was launched while the starboard and deck of the great ship was awash, and volunteers were called to man it and go in search of help under the command of Mr. Laird. A course was shaped for San Francisco nearly 1,000 miles away. With fair weather conditions it was estimated that the destination would be reached in 14 days. As the gallant little crew set out on their adventurous and perilous cruise they watched the parent ship rolling helplessly with a heavy list which brought a fuller realisation of the desperate gamble on which they were about to embark. Day after day dragged by but no ship was sighted. Nor did the life boat return to the *Importer*.

HUMOUR IN TRAGEDY.

As a matter of fact Mr. Laird, who alone was responsible for keeping up the spirits of his companions, encountered terrible weather and was driven off his course. But little water and few biscuits remained and the situation appeared a hopeless one. Already the little boat had covered 1,050 miles, doubling back on its own course owing to contrary winds, and only by grasping the tiller in the crook of his arm could Mr. Laird hold the course, for many weary days steering had worn all the skin from his hands. Some of his companions gave themselves up for lost, and hungry, dispirited and weary, abandoned the struggle for existence. The position was perilous, but Mr. Laird's grit and humour never left him. While sitting in the stern sheets, profanely denouncing the weather, another man sat amidships reading his Bible, and a third member of the crew in the bows was crying out in hunger.

This spectacle Mr. Laird described grimly recently by saying "We had damnation aft, salvation amidships and starvation forward."

Tossed about like a cork in the heavy seas the horrors of that remarkable trip were added to by an outbreak of dysentery, and in his own words "It looked as if we were going down to Davy Jones at any minute."

Owing to labour troubles, he continued, "my crew was a scratch one and many would not even pull an oar or steer. In fact most of them were sea-sick. At one hour after we left the *Importer*. At one time we took advantage of the calmer seas to indulge in swimming exercise, and one of the crew only just managed to scramble back on board in time before a monster shark could make a meal of him. The shark followed us for several days and this put a stop to our bathing."

RESCUE MISSED.

"One day we sighted a steamer but despite all our signals we could not attract her attention, and after an hour's chase she passed out of sight. On the following day we ran into a storm of hurricane violence in which our staunch little packet was nearly swamped, and to make matters worse a violent rainstorm drenched us to the skin. The gale lasted for three days and four nights. It was a terrible experience, and our meagre rations were saturated. The crew suffered indescribably, and the cramped quarters and exposure were telling on them."

However a few nautical jokes and the contemplation of the good time to be had if shore were reached revived their drooping spirits. But we were not yet out of the wood. Another calm, and yet a succession of light head winds, in which we only made leeway and lost distance, followed. In desperation, at the end of the third day, I committed my only coin to a sapphire, to the deep, to invoke a fair wind according to the old maritime superstition.

At the time we were reduced to one biscuit and one sip of water per day, and starvation stared us in the face if the voyage lasted much longer.

RELIEF AT LAST.

"The fair wind came and took us to within a hundred miles of our goal, and we were prepared to enter the Golden Gate on the following day when we sighted the tug *Sea Lion* which offered us assistance, and to go to the help of our distressed comrades. We were all famished and exhausted when carried on board the relief ship, and did full justice to the first decent meal we had had for a fortnight."

We arrive at the side of the ship for which we had gone to seek assistance nine days later to find she was still afloat, but in such a position that she might have gone down at any moment. How she remained afloat is a miracle."

Mr. Laird, before this maritime adventure, constituting one of the most remarkable voyages of recent years, served in the Army during the War with distinction. The rest of the crew paid high tribute to Mr. Laird, who, they declared, was responsible by his grit, determination, and unflinching good humour, for their ultimate safety. On many occasions it was due only to his good seamanship that the frail little barge was not swamped and smashed to pieces during the spells of storm encountered during the memorable experience.

"THE PERFECT LECTURER." A GREAT CAMBRIDGE DON. JACKSON OF TRINITY.

To Cambridge classical men the name of Henry Jackson is almost a synonym for the perfect lecturer. For nearly sixty years he discoursed on Greek philosophy with a simplicity and directness appreciated by struggles for a Tripos in which the subject—can it not be said, chiefly through Jackson's—had earned a recognized, if still subordinate, place. His soft voice and easy delivery helped to conceal the pains with which he had come to his own conclusions and had prepared his lectures. When he was satisfied on his point he would defend it against all challengers; but a student among students, and crediting others with the same capacity and knowledge as himself he would courteously and seriously weigh any objection to his doctrine, whether from freshman or professor. "Soed mendax" was not his manner of controversy. The vigour and freshness of his lecturing remained even when, in his last years, the physical effort was apparent and the bending figure in the loosely fitting grey tweeds showed obvious signs of an hour's discourse.

STRIKING VERSATILITY.

Such was the Henry Jackson known to most undergraduates outside Trinity. They might have heard, too, of the Jacksonian smoking parties and have handed down the *bona mits* which had passed into the currency of the University; for Jackson, like his Master Dr. Butler, had become a "genius" of the place, and Jacksonian apophthegms were to be treated accordingly. But the description still left far more than half untold. How many Trinity men could tell, even for themselves, the complete story? It needed such a memoir as that so admirably edited now by Jackson's successor in the Vice-Mastership, Dr. St. John Parry, to draw anything like the complete man. The memoir is simply arranged—first a brief life, told chiefly from Jackson's correspondence and diary; then a selection from his correspondence to illustrate his many interests; and, lastly, examples of his addresses. A scholar Jackson remained to the end, and when he comments on public affairs—his War correspondence with Sir George Trevelyan should be specially mentioned—the comments are those of a scholar, lovable, courteous, sincere, yet somehow detached from the world at large. But his scholarship is a wide and diverse that many aspects of it must have gone unnoticed even by his friends were it not for this collected correspondence. Mr. Arthur Oliviant, wanting guidance in his reading; Professor D'Arcy Thompson, consulting Jackson on proposed expeditions in Aristotle's "Historia Animalium"; a Girton girl asking for a testimonial; a stranger beginning Greek philosophy in middle age—all receive the same interest and courtesy, although 3 a.m. has sounded from the Chapel clock before the reply is finished. "Is what I have written to the point? If not let me know." Who could forbear to take toll of such a correspondent?

REMARKABLE CONTEMPORARIES.

At Trinity he had a remarkable body of contemporaries, notably Jobb, Henry Sidgwick, and G. O. Trevelyan. His late hours were famous even when he was an undergraduate; a walk in Great Court was known as "Jackson's Walk," because Jackson used to walk and laugh there at the dead of night with his friends. Although he captured no University prizes—a lack for which he was afterwards thankful—he was Third Class in 1869, headed by Jobb and Graves, and began to take private pupils. After term at Rugby and various doubts as to his future, a Trinity Fellowship in 1874, followed by an appointment which carried with it University teaching, and also by his marriage, settled him at Cambridge. He had discovered that he could teach, and he never forewore his discovery. "To him teaching was his business, and the study of the development of Greek thought his professional hobby."

In his early days "the lecturing of Classical Lecturers was perfunctory. H. Sidgwick prepared his lecture at break-fast, and the rest of the day to Arabic. Myers, when his lecture was done, gave himself to mesmerism." At once Jackson threw himself into the reform of Cambridge teaching, and with others secured the substitution of intensive private coaching of regular individual instruction by the college lecturers—an apparently minor change which was a turning point in the whole system of Cambridge teaching. A Liberal throughout his life in intelligent reform—the removal of the Test Acts, the admission of women, the abolition of compulsory Greek—could always count on Jackson's help. His activities indeed, even after he became Regius Professor of Greek in 1906, left him little time for published works. His books are few: his teaching lives rather in the works of others, and there are few, if any, Cambridge philosophers and classical scholars of the last sixty years who have not been directly indebted to Jackson. More than once in this Memoir he is found predicting that the old scholarship would not survive the War. If his prophecy has been untrue, it is no small degree because his influence was strong enough to falsify it. Sincere to the core, he hated any form of snobbery, social or intellectual. Mr. Oliviant mentions his "delight to find that Jackson delighted in the books of that day that were appealing to the plain man."

A great Platonist, Jackson's Greek philosophy, perfectly summarized in his own words in this Memoir, has become an accepted standard; this biography shows that his more intimate and personal philosophy was equal to his scholarship—the philosophy of a most lovable personality and a most knightly man.

"TUMBLEWEEDS." ANOTHER FINE HART FILM.

A fine film, featuring the famous "Bill" Hart, in one of his characteristic rôles, will be presented at the Queen's Theatre next Sunday for three days.

William S. Hart has always been signally successful in the stories he has had for the screen, but it is doubtful if a more happy selection was ever made than "Tumbleweeds," his first production for United Artists Corporation release.

Centring about the great rush for land claims in the Cherokee Land Strip between Kansas and Oklahoma in 1890, the story by Hal G. Evarts has been made into a thrilling screen drama by C. Gardner Sullivan.

In the rôle of Don Carver, a wind-bitten "tumbleweed"—a roving cowboy and range boss of the Box K Range, Bill Hart is cast in a part that is ideal for his particular type of character.

Lovable, fearless, quick to fight in defence of the distressed or in vindication of his idea of honour; strong in his love and imbued with the true American spirit—the spirit of 't' west—he moves, a powerful and commanding figure, through a drama that is epic in quality and strong in suspense and human interest.

There is plenty of comedy, but over all broods that spirit of bigness, the dust of the wagon wheels that presages the coming of the homeseekers; the thrill of vast throngs of moving people, animals and vehicles, is epoch-making. It is a spirit that will grip every stanch-hearted man or woman, for it is filled with the great basic thought—the structural idea—the home.

King Baggot, in his direction, never lost sight of this and Bill Hart as Don Carver stands out as a veritable spirit of the time, a symbol of nation building.

Never has Bill Hart done harder riding, quicker shooting, more strenuous fighting. His rôle calls for action and more action. The cowboy, the real American cowboy of reality and romance, has never been better exemplified upon the screen than in "Tumbleweeds," which, as stated, comes to the Queen's Theatre next Sunday for three days.

THE WORLD'S BIGGEST MOTOR BUS. CAPABLE OF HOUSING TWENTY- FOUR CARS.

The largest motor 'bus ever built, a very giant among motor 'buses, that might find room for operation on the wide pampas of South America, where it was designed, but would have difficulty negotiating the streets of Hongkong was an exhibit for the big automobile show recently held in Buenos Aires. It was the sensation of the show.

The front wheels are nine feet ten inches in diameter, the headlights are four feet one inch; the height of the radiator is eight feet five inches; height of body, 28 feet; width, 27 feet 6 inches; length, 72 feet; over all height of 'bus, 37 feet; over all length, 100 feet 1 inch. From the outside, the 'bus is like an ordinary street 'bus. It has a capacity sufficient to hold 24 touring cars with room for a few hundred spare tyres.

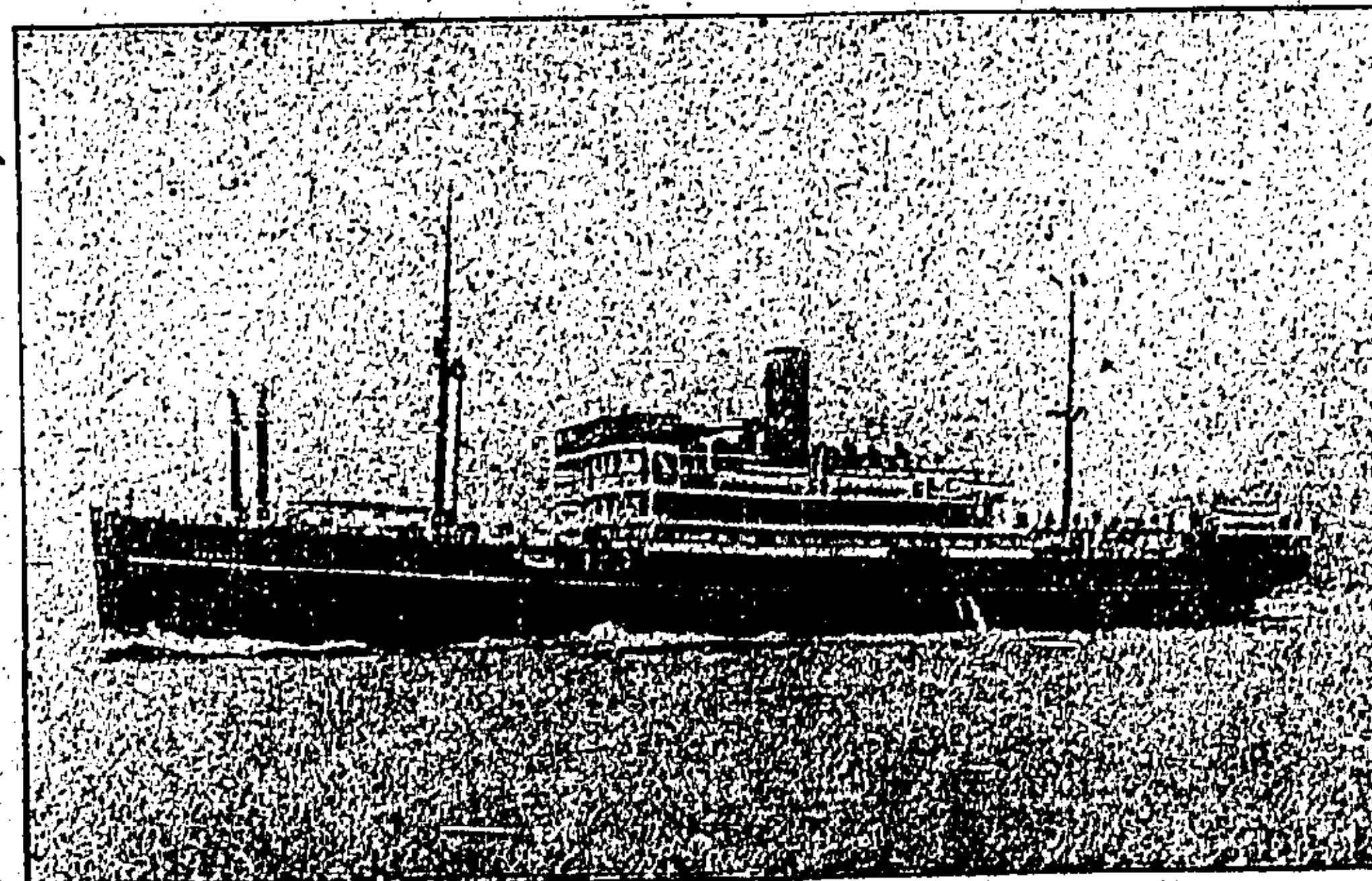
Dr. Rabindranath Tagore has gone to Italy on an invitation from the Italian Government.

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SHIPPING NEWS.

ARRIVALS.

June 18th.

China Arrow, American str., 5,229 tons, Capt. C. A. Richmond, from San Francisco, which port she left on May 18th, with kerosene oil, lying at Lai-chikok.—Standard Oil Co.

Kaiyong, British str., 1,572 tons, Capt. G. A. Morse, from Singapore and Hoibow, with a general cargo, lying at buoy No. B13.—B. & S.

Kwai Sang, British str., 1,435 tons, Capt. N. W. van Cortlandt, from Port Kaima, with a cargo of coal, lying at buoy No. C35.—Jardine, Matheson & Co.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Lam Cheong Wharf.—Fook Hoi S.S. Co.

Tacoma, British str., 4,000 tons, Capt. Ashwin, from San Pedro, with petroleum, lying at Lai Chi Kok.—Standard Oil Co.

Yuen Sang, British str., 1,983 tons, Capt. J. H. Ferguson, from Calcutta and Singapore, with a general cargo, lying at Kowloon Wharf.—Jardine, Matheson & Co.

June 17th.

Aki Maru, Japanese str., 6,022 tons, from Melbourne and Manila, which port she left on June 15th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Huan Maru, Japanese str., 2,347 tons, Capt. H. Oyama, from Keelung, Amoy and Swatow, with 748 tons of general cargo, lying at O.S.K. Wharf.—O.S.K.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nam Tau, with vegetable, lying at Lam Cheong Wharf.—Fook Hoi S.S. Co.

Teli, Chinese str., 1,071 tons, Capt. A. B. Jorgensen, from Foochow and Amoy, with a general cargo, lying at buoy No. C15.

Tjitarum, Dutch str., 3,993 tons, Capt. J. Schol, from Amoy, with a general cargo, lying at Stonecutters.—J.C.J.L.

West Cadron, American str., 5,724 tons, Capt. C. J. Swenson, from Portland, Ore., and Foochow, with general cargo, lying at buoy No. A23.—Columbia S.S. Co.

Feijun Maru, Japanese str., 1,944 tons, Capt. R. Fukuhara, from Dairen and Weihaiwei, with a general cargo, lying at buoy No. C37.—M.B.K.

CLEARANCES.

June 17th.

Barneo, for Haiphong.

China Arrow, for Madras.

Hin Sang, for Sandakan.

Huichow, for Shanghai.

Oak Park, for Kobe.

Sui Yik, for Sha U Chung.

Sunning, for Shanghai.

Tacoma, for Singapore.

Tak Hing, for Haiphong.

Tjitarum, for Messias.

Van Oerstraten, for Swatow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* will leave Hongkong for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on June 24th.

The P. & O. str. *Kildare* left Shanghai for this port on the 17th inst. at 7.30 a.m., and is due here on the 21st, about 5 a.m.

VESSELS EXPECTED.

Alipore (P. & O.), due to-morrow.

Empress of Canada (C.P.R.), due June 28th.

VESSELS IN DOCK.

The following vessels are in Dock:—Kowloon Dock:—*Passat*, *Turbo*, *Taiko* Dock:—*Seang Bee*, *Suechow*, *West Cayote*, *Taihan*, *Anhui*.

SUNRISE AND SUNSET IN HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
June 18th.....	5.39 a.m.	7.09 p.m.
" 19th.....	" 5.39 "	" 7.09 "
" 20th.....	" 5.39 "	" 7.10 "
" 21st.....	" 5.39 "	" 7.10 "
" 22nd.....	" 5.39 "	" 7.10 "
" 23rd.....	" 5.40 "	" 7.10 "
" 24th.....	" 5.40 "	" 7.10 "
" 25th.....	" 5.40 "	" 7.11 "
" 26th.....	" 5.40 "	" 7.11 "
" 27th.....	" 5.41 "	" 7.11 "
" 28th.....	" 5.41 "	" 7.11 "
" 29th.....	" 5.41 "	" 7.11 "
" 30th.....	" 5.41 "	" 7.11 "

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SAILINGS FOR EUROPE

S/S "PREUSSEN" ... sailing from here on or about 16th July, 1926
M/V "ERMIAND" ... sailing from here on or about 13th August, 1926

SAILINGS FOR SHANGHAI AND JAPAN—(DUE FROM EUROPE)

M/S "ERMIAND" ... due here on or about 6th July, 1926
M/S "MUNSTERLAND" ... due here on or about 3rd August, 1926

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HONGKONG SHIPPING.

A slight improvement in freight returns was shown in yesterday's shipping statement, and despite the fact that one vessel less arrived than on the previous day, there was a total increase registered, compared with the figures of the previous twenty-four hours, of 2,287 tons. Hongkong cargo had increased by 298 tons and freight for ports beyond by 2,561 tons.

The total number of vessels in the harbour at 9 a.m. yesterday was 54, of which 39 were British. During the previous twenty-four hours nine vessels arrived, viz., four British, one Dutch, one Japanese and three Chinese. The departures over the same period came to nine, viz., one Dutch for Sourabaya, one British for Manila, one British for Amoy, one British for Foochow, one Chinese for Hainan, one Japanese for Swatow, one British for Cebu, one Chinese for Sha U Chung and one Japanese for Saigon. Clearances came to four, viz., one British for Singapore, one Dutch for Muntok, one Chinese for Kwang Chow Wan and one British for Hoibow.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong	8,013 tons.
For ports beyond	7,911 "
Total	15,924 "

(During the previous 24 hours ended at 9 a.m. on Wednesday).

For Hongkong	8,347 "
For ports beyond	5,950 "
Total	14,297 "

Of the cargo for Hongkong, the bulk was again in British steamers, the four vessels bringing 6,573 tons between them, and of which the heaviest consignment was 3,353 tons. Of the 2,000 tons in vessels under other flags, 2,000 tons was in one steamer. There were only two vessels carrying freight for ports beyond, a British steamer with 1,305 tons and a Dutch ship with 6,400 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Kwai Sang (British) from Kaima with 3,353 tons of coal;

Yuen Sang (British) from Calcutta and Singapore with 1,646 tons of general cargo, mail and 1,205 tons for ports beyond;

Kaiyong (British) from Singapore and Hoibow with 500 tons of general cargo and mail;

Kiangsu (British) from Singapore and Bangkok with 1,074 tons of general cargo and mail;

Tjitarum (Dutch) from Batavia and Amoy with 4 tons of general cargo, mail and 6,400 tons of beans and general cargo for ports beyond;

Yei Jun Maru (Japanese) from Dairen and Weihaiwei with 2,000 tons of cereals and vermicelli;

Teli (Chinese) from Foochow and Amoy with 30 tons of general cargo and mail;

Sui Yik (Chinese) from Sha U Chung with 18 piculs of general cargo;

Tak Hing (Chinese) from Nam Tau with 3 tons of vegetables and 600 cabbies of fish.

Later arrivals yesterday, too late for inclusion in the above returns, were:—

China Arrow (American) from San Francisco with a nil entry for Hongkong, but a cargo of kerosene oil for ports beyond;

West Cadron (American) from Portland (Oregon) and Foochow with 500 tons of general cargo and mail and 500 tons for ports beyond;

Huan Maru (Japanese) from Keelung and Swatow with 748 tons of coal, 500 tons of general cargo and mail;

Tacoma (British) from San Pedro with a cargo of refined oil in bulk, and 2,000 tons for ports beyond.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., the master of the steam-launch *Tai Yik Fung* was fined \$5, with the alternative of five days' hard labour, for being on the outside of more than two other launches alongside the s.s. *Anking*. At the same Court, the master of the steam-launch *Hop Sang* was fined \$3 for using his steam whistle other than for navigation purposes.

A case of small-pox was discovered on the s.s. *Patroclus* between Penang and Colombo. The *Patroclus* left Penang about the middle of last month.

The total number of deck passengers entered the twenty-four hours ended at 9 a.m. yesterday was 710, of which the s.s. *Tjitarum* (Dutch) from Batavia and Amoy carried 317, and the s.s. *Tak Hing* (Chinese) from Nam Tau 320.

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STEAMERS.	H'kong.	Shal.	Kobe	Y'hama.	V'conver.
	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF ASIA	June 24	June 27	July 3	July 3	July 13
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 23	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 30	July 3	EMPRESS CANADA	July 5
July 14	July 16	EMPRESS RUSSIA	July 17

Passenger Department:

Tel. C. 753.

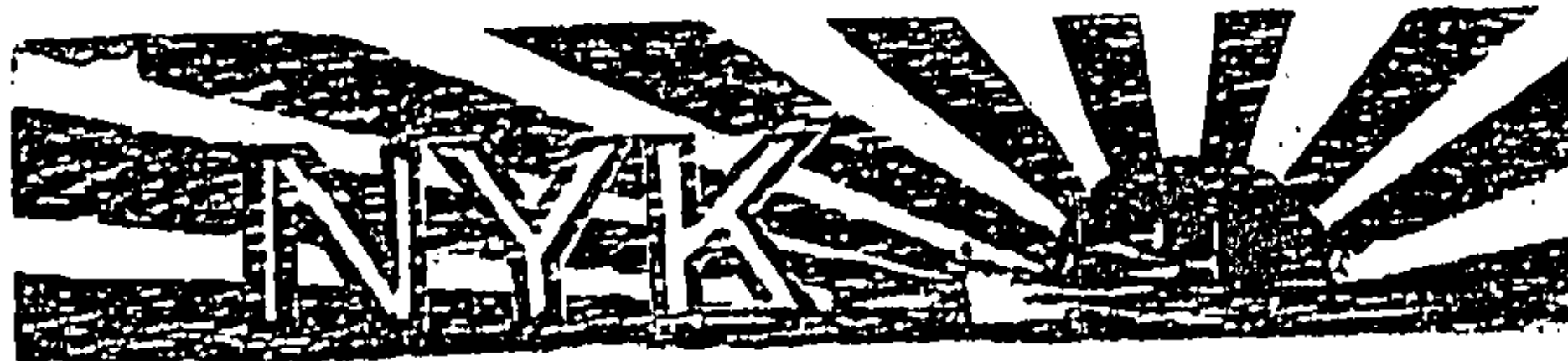
Cables: GACANPAC.

Freight and Express:

Tel. C. 42.

Cables: NAUTILUS.

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SHINYO MARU ... Tuesday, 29th June
SIBERIA MARU ... Tuesday, 13th July

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BAKUYO MARU ... Tuesday, 17th July
GINYO MARU ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

KATORI MARU ... Saturday, 18th June
ATSUTA MARU ... Saturday, 3rd July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
AKI MARU ... Wednesday, 21st July

NEW YORK and/or BOSTON via PANAMA.

TOYAMA MARU ... Sunday, 20th June
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... Wednesday, 7th July
BOMBAY via Singapore, Penang & Colombo.

TOYOOKA MARU ... Tuesday, 29th June
CALOUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Monday, 21st June
SOURABAYA via Batavia, Cheribon & Samarang.

RANGOON MARU ... Thursday, 1st July
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 18th June
SHANGHAI, KOBE & YOKOHAMA.

HAKATA MARU ... Sunday, 20th June
SUWA MARU ... Monday, 28th June

AWA MARU ... Monday, 28th June
AKITA MARU ... Friday, 2nd July

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ANGKOR	—	—	22nd June, 1926.
PORTHOS	—	—	8th July, "
ANDRE LEBON	21st May, 1926	22nd June, 1926	20th July, "
PAUL LEOAT	4th June, "	8th July, "	3rd Aug. "
GENERAL METZINGER B	18th June, "	20th July, "	17th Aug. "
FONTAINE BLEAU	2nd July, "	3rd Aug. "	31st Aug. "
AMAZONE	16th July, "	17th Aug. "	14th Sept. "

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[13]

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SAILINGS SUBJECT TO ALTERATIONS.

OSAKA via MOJI & KOBE ... "YUENSANG"	Saturday, 19th June, at 7 a.m.
HONGKONG ... "KWANSANG"	Sunday, 20th June, at 10 a.m.
STRAITS & CALOUTTA ... "NAMSANG"	Monday, 21st June, at 3 p.m.
TIENTSIN ... "CHIPSANG"	Wednesday, 23rd June, at 7 a.m.
HAIPHONG ... "MINGSANG"	Wednesday, 23rd June, at 10 a.m.
TSINGTAU via SHANGHAI ... "YATSHING"	Wednesday, 23rd June, at Noon
OSAKA via SHANGHAI, MOJI & KOBE ... "LAISANG"	Saturday, 26th June, at 7 a.m.
TSINGTAU via SHANGHAI ... "FOOSHING"	Wednesday, 30th June, at Noon
TIENTSIN ... "CHONGSHING"	Monday, 5th July, at Noon
STRAITS & CALOUTTA ... "KUTSANG"	Monday, 5th July, at 3 p.m.
TSINGTAU via SHANGHAI ... "KWONGSANG"	Wednesday, 7th July, at Noon
KOBE via MOJI ... "HOSANG"	Friday, 9th July, at 7 a.m.
SANDAKAN ... "HINSANG"	Monday, 19th July, at 2 p.m.

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[8]

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"GLENSHIEL" ...	6 a.m., 18th June.
"PEMBROKESHIRE" ...	11th July.
"GLENIFFER" ...	22nd "
"GLENOGLE" ...	5th Aug.

HOMEWARDS.

Vessel	Discharges	Leaves Hongkong.
"CARNARVONSHIRE" ...	20th July	London, Rotterdam & Hamburg via Oran.

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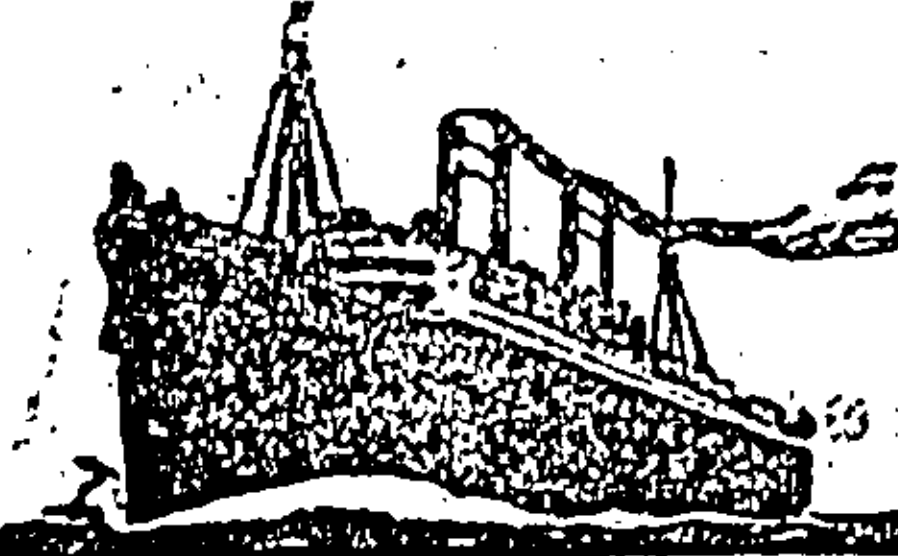
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"FRANKEN" ...	24th June, 1926	22nd August, 1926.
"FULDA" ...	18th July, "	"
"KOENIGSBERG" ...	14th August, "	"
"TRIAR" ...	11th September, "	18th October, "
"SAARBRUECKEN" ...	9th October, "	13th November, "
"COBLENZ" ...	6th November, "	11th December, "
"ANHALT" ...	4th December, "	"
"FULDA" ...	20th December, "	6th February, 1927.
"DERFFLINGER" ...	27th January, 1927.	6th March, "

† Omit Marseilles call.

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[10]

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TJIBROET ...	JAVA & M'KAR.	15th "	18th "	AMOT, SHANGHAI & DALNY
TJITAROM ...	DALNY & AMOT	20th "	22nd "	M'KAR & S'BAI.
TJIKERANG ...	JAVA	26th "	28th "	SHANGHAI
TJIKEMBANG ...	SHANGHAI	1st July	1st July	BATAVIA
TJIBODAS ...	JAPAN	4th July	6th "	BATAVIA
TJIKINI ...	JAVA & M'KAR.	6th "	9th "	AMOT, S'BAI & DALNY
TJIBOET ...	DALNY & AMOT	14th "	16th "	BATAVIA

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[10]

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S.S. "COLORADO" ... Via Suez Canal... From Hongkong 2nd July.BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE
(ANDREW WALK & Co., London.)Sailings from Hongkong
M.V. "WEIRBANK" ... via Suez Canal ... 30th July.UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF GLASGOW" ... Marseilles, London, Hamburg & Havre ...
S.S. "ROMEO" ... Marseilles, London, Havre & Hamburg ...FARES TO LONDON "A" 1st Class £28. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINESTEAMER From Hongkong July/August.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kismayu, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINEIMPROVED SERVICE
BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIAM.V. "ASIATIC PRINCE" ... Leave Hongkong 29th June
M.V. "JAPANESE PRINCE" ... " " 29th July
M.V. "CHINESE PRINCE" ... " " 7th September

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

KONINKLYKE PAKETVAART
MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP

"VAN OVERSTRATEN"Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on the 24th June, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Decor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
to all destinations in the Netherlands East Indies and Australia.

Agents:—

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Yokohama Building, Chatter Road.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
EUROPE, ETC.PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KIDDERPORE"	5,334	21st June, 4 p.m.	Singapore, Penang, Colombo, Bombay and Madras.
"MANTUA"	10,992	28th June, Noon	Marseilles and London.
"JEYPORE"	5,318	8th July	Singapore, Penang, Colombo and Bombay.
"KARMA"	9,128	10th July	Marseilles, London and Antwerp.
"PAIDUA"	9,907	18th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	9,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles & London.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOREA"	10,918	16th Oct.	Marseilles, London and Antwerp.
"KHYBER"	9,114	30th Oct.	Marseilles and London.
"MANTUA"	10,992	13th Nov.	Marseilles & London.
"KARMA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London and Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles and London.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

"SANTRIA"	7,754	7th July	Singapore, Penang and Calcutta.
"TILAWA"	10,008	12th July	do.
"TALAMBA"	8,013	19th July	do.
"SHIRALA"	7,841	22nd July	do.
"TALMA"	10,000	3rd Aug.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,800	30th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	27th August	do.

* Calls at Kolambagan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durban, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"ALFPORE"	5,273	20th June, 6 a.m.	Shanghai, Moji and Kobe.
"TILAWA"	10,008	23rd June	Shanghai, Moji and Kobe.
"KASHMIR"	9,985	25th June	Shanghai, Tientsin, Weihaiwei and Kobe.
"PALAMBA"	8,013	28th June	Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"TALMA"	10,000	14th July	Shanghai and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	6,000	7th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	13th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	6,000	5th Oct.	Shanghai, Moji & Kobe.
"MANTUA"	10,992	18th Oct.	Shanghai, Moji & Kobe.
"KARMA"	9,128	29th Oct.	Shanghai, Moji & Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai, Moji and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"MACEDONIA"	11,089	18th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,800	7th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ST. ALBANS"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Baggage steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Consulate Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCOW

Calling at Swatow for Passengers only.

AND RETURN

(Occupying 9, or 10 Days)

HAIHONG ... Capt. Ellis Walker ... Saturday, 19th June, at 5 p.m.

AMOY & FOOCOW

HAINING ... Capt. W. C. Passmore ... Tuesday, 22nd June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same steamer by the "HAI-NING," "HAIHONG" and "HAINING" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI & TSINGTAO	... "CHENAN"	... On 19th June, 6 a.m.
SHANGHAI	... "YINGHOW"	... On 20th June, 6 a.m.
BANGKOK	... "KAYING"	... On 21st June, 6 p.m.
AMOY & SHANGHAI	... "SINKIANG"	... On 22nd June, 6 a.m.
AMOY & SINGAPORE	... "KIANGSU"	... On 22nd June, 6 a.m.
SHANGHAI	... "SOOCHOW"	... On 24th June, 6 a.m.
AMOY & SINGAPORE	... "KALGAN"	... On 25th June, 6 a.m.
SHANGHAI & TSINGTAO	... "SHANTUNG"	... On 26th June, 6 a.m.
SHANGHAI	... "SUIXANG"	... On 27th June, 6 a.m.
AMOY & SINGAPORE	... "KWANGCHOW"	... On 29th June, 4 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 36.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	In Port	19th June, Noon
TAIPING	16th July	21st July
CHANGTE	13th August	18th August
TAIPING	12th September	17th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 36.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "DACE CASTLE" ... Sailing on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "VENEZIA" ... 6th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... Sails about 30th June.

S.S. "VENEZIA" ... Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 31st July via

Rangoon and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF CANTON"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.
S.S. "LAOMEDON"	... Via Suez Canal	16th July.
S.S. "CITY OF BEDFORD"	... Via Suez Canal	30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

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